

AGENDA

**Regional Transportation Council
Thursday, August 10, 2017
North Central Texas Council of Governments**

- 1:00 pm Full RTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**
- 1:00 – 1:05** 1. **Approval of July 13, 2017, Minutes**
 Action Possible Action Information Minutes: 5
Presenter: Rob Franke, RTC Chair
Item Summary: Approval of the July 13, 2017, minutes contained in [Reference Item 1](#) will be requested.
Background: N/A
- 1:05 – 1:05** 2. **Consent Agenda (There are no items on the Consent Agenda)**
 Action Possible Action Information Minutes: 0
- 1:05 – 1:20** 3. **Orientation to Agenda/Director of Transportation Report**
 Action Possible Action Information Minutes: 15
Presenter: Michael Morris, NCTCOG
1. Regional Transportation Council (RTC) Subcommittee Appointments, Chair Rob Franke
 2. RTC Member Representation at Events
 - Rob Franke, Urban Land Institute Austin, July 26, 2017
 - William Meadows, Federal Railroad Administration, Washington, DC, July 25, 2017
 3. Clean Air Action Day Results ([Electronic Item 3.1](#))
 4. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.2](#))
 5. Ozone Season Update ([Electronic Item 3.3](#))
 6. Southern Transportation and Air Quality Summit Reminder, August 29-31, 2017 ([Electronic Item 3.4](#))
 7. 511DFW Traveler Information System
 8. Complete Streets Design and Implementation Workshop ([Electronic Item 3.5](#))
 9. August Public Meeting Notice ([Electronic Item 3.6](#))
 10. Environmental Protection Agency Withdrawal of One-Year Extension for 2015 Ozone Standard Designations ([Electronic Item 3.7](#))
 11. Public Comments Report ([Electronic Item 3.8](#))
 12. Recent Correspondence ([Electronic Item 3.9](#))
 13. Recent News Articles ([Electronic Item 3.10](#))
 14. Recent Press Releases ([Electronic Item 3.11](#))
 15. Transportation Partners Progress Reports
- 1:20 – 1:30** 4. **Air Quality Project Funding**
 Action Possible Action Information Minutes: 10
Presenter: Lori Clark, NCTCOG
Item Summary: Staff will request Regional Transportation Council (RTC) approval of funding for three different air quality projects.

Background: Staff will present a proposal to allocate funding from an existing Congestion Mitigation and Air Quality Improvement Program (CMAQ) project for a zero-emission vehicle rebate for local governments. The rebate will be offered in conjunction with the Fleets for the Future project to streamline and leverage the two efforts.

A second initiative is an electrified parking space project, which reduces idling from heavy-duty diesel trucks and is funded by an Environmental Protection Agency (EPA) grant at a federal share of only 25 percent. Due to low fuel prices, additional funding is needed to make the project viable. Staff will present a proposal to increase the match to 50 percent using existing RTC-approved funds.

Finally, staff submitted a grant proposal to the EPA for a vehicle replacement project in early July. If awarded, a majority of the funding will be pass-through for subgrants to local governments or their private-sector contractors. The subgrantees will provide the required match. A portion of the EPA funds will be used for staff administration. Approval of RTC Local funding as a “backstop” for staff administration will be requested to allow staff to begin implementation until the match is collected at the point of subgrantee reimbursement.

Additional details are available in [Reference Item 4](#).

1:30 – 1:40

5. **Traffic Signal Data Sharing Grant Program and 511DFW/Waze Grant Program Awards**

Action Possible Action Information Minutes: 10

Presenter: Tom Bamonte, NCTCOG

Item Summary: Staff will seek Regional Transportation Council (RTC) approval of awards for the Traffic Signal Data Sharing and 511DFW/Waze grant programs.

Background: The RTC approved two \$250,000 grant programs to encourage regional partners to make their traffic signal data and highway and traffic condition data accessible to connected vehicle developers, travel navigation services, and public entities. The RTC also approved evaluation criteria for the programs, provided in [Electronic Item 5.1](#). [Reference Item 5.2](#) lists the applicants for the Traffic Signal Data Sharing grant program and the recommended awards. [Reference Item 5.3](#) lists the applicants for the 511DFW/Waze grant program and the recommended awards.

1:40 – 1:50

6. **Funding Changes to IH 635 East and Proposition 1 Projects**

Action Possible Action Information Minutes: 10

Presenters: Michael Morris and Christie Gotti, NCTCOG

Item Summary: Staff will seek Regional Transportation Council (RTC) approval of funding adjustments for the IH 635 East project and for several projects originally funded with Proposition 1.

Background: In 2015, the RTC approved Proposition 1 funding for Fiscal Year (FY) 2015-2019. Since that time, the Texas Department of Transportation (TxDOT) combined Proposition 1 funding into several regular funding categories (Categories 1, 2, 4, and 11), and funding allocations to the region were reduced to match actual funding receipts. Therefore, the RTC adjusted funding for affected projects through the Regional 10-Year Plan approval in December 2016. As projects have been implemented or are finalized for letting, cost overruns and underruns have arisen creating the need to adjust funding between projects again. [Reference Item 6.1](#) summarizes the proposed changes by project.

In addition, as the Texas Legislature did not authorize IH 635 East as a Comprehensive Development Agreement, TxDOT and the RTC must develop a new funding partnership to implement this project. An overall program to move forward will be presented. Action on this program will be sought at the meeting as a contingency. The first step in this process is to reallocate existing toll-eligible funding (i.e., Category 2 funds) from the Regional 10-Year Plan to the first phase of IH 635 East; the section from US 75 to Royal/Miller (Phase 1), which will be built with tolled managed lanes. [Reference Item 6.2](#) summarizes the proposed changes by project and county needed to fully fund IH 635 East Phase 1. The intention is to fully fund and construct IH 635 from US 75 to IH 30 (including the interchange with IH 30). It is hoped that this initial funding plan will facilitate full funding for the corridor. Please note that total funding allocated to each project and county is maintained. The changes represent only shifts in the type of funding/category assigned to each project or county.

Additional information on both the adjustments to the Proposition 1 projects and the IH 635 East project can be found in [Electronic Item 6.3](#).

1:50 – 2:00

7. **Legislative Update**

Action Possible Action Information Minutes: 10

Presenter: Amanda Wilson, NCTCOG

Item Summary: Staff will provide an update on legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

Background: The first session of the 115th United States (US) Congress convened on January 3, 2017. The 85th Texas Legislature was in session from January 10, 2017, through May 29, 2017, and reconvened in a Special Session on July 18, 2017. Transportation and air quality issues are a focus for both the US Congress and Texas Legislature. Several topics will be highlighted.

2:00 – 2:10

8. **Top Five Regional Transportation Council Policy Initiatives for 2017**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide a progress report on the 2017 priorities presented to the Regional Transportation Council (RTC) in January.

Background: RTC staff was invited to give a progress report at the January 5, 2017, joint meeting of the Dallas Regional Mobility Coalition and the Tarrant Regional Transportation Coalition. In addition, Michael Morris highlighted five initiatives for 2017 at the January 12, 2017, RTC meeting. It was anticipated that 2017 would be a transformative year for several initiatives:

- 1) New Federal Initiative on Transportation
- 2) Implementation of Texas Department of Transportation (TxDOT)/RTC Project Selection from the December 2016 RTC Meeting
- 3) High-Speed Rail: Dallas to Houston/Fort Worth to Dallas
- 4) State Legislative Session
- 5) TEXRail, Cotton Belt, Coppell/DFW International Airport/RTC Funding Partnership and Integrated New Transit Technology Guideway

2:10 – 2:20

9. **Transportation Alternatives Program Funds Update**

Action Possible Action Information Minutes: 10

Presenter: Ken Bunkley, NCTCOG

Item Summary: Staff will provide an update on Transportation Alternatives Program (TAP) funds apportioned in Fiscal Year (FY) 2014 that are at risk of lapsing if not utilized by September 30, 2017.

Background: Federal regulations state that TAP funds apportioned shall remain available for obligation for the year of apportionment plus three years. Any amounts that remain unobligated at the end of that period shall lapse. TAP funds apportioned in FY2014 are at risk of lapsing at the end of FY2017.

As of July 24, 2017, \$8.9 million of the FY2014 funding has obligated in FY2017. Therefore, the obligation requirement for FY2017 will be met and no funding should lapse. North Central Texas Council of Governments (NCTCOG) staff is continuing to coordinate with local agencies to identify project status and the ability to obligate funds by September 30, 2017, for projects committed in FY2017. Any additional funds obligated this year will help to satisfy the FY2015 apportionment fund obligations.

A listing of all TAP projects and their status is provided as [Electronic Item 9](#). During the July 28, 2017, Surface Transportation Technical Committee (STTC) meeting, NCTCOG staff requested STTC members coordinate internally within their cities/agencies to ensure that their project(s) are advancing as expeditiously as possible.

- 2:20 – 2:30** 10. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects: Process and Scoring Criteria**
 Action Possible Action Information Minutes: 10
Presenter: Natalie Bettger, NCTCOG
Item Summary: Staff will present, for information, the recommended eligible and ineligible project categories, process, scoring criteria, and schedule for the Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects.
Background: Approximately \$2 million and \$2.9 million is anticipated to be available to fund Regional Traffic Signal Retiming Program and Minor Improvement Program projects in the 10-county North Central Texas Council of Governments air quality nonattainment area, respectively. Projects eligible under these programs are proposed to include on-system and off-system roadway facilities. The proposed eligibility, process, scoring criteria and schedule is included in [Electronic Item 10](#).

The following items will be presented if time permits

- 2:30 – 2:40** 11. **Joint Land Use Study Project**
 Action Possible Action Information Minutes: 10
Presenter: Amanda Wilson, NCTCOG
Item Summary: Staff will provide an update on the Regional Joint Land Use Study (JLUS) being conducted for four military installations and surrounding communities in North Texas, as well as updates on transportation projects underway around Naval Air Station (NAS) Fort Worth Joint Reserve Base (JRB).
Background: A JLUS identifies and recommends strategies to address land-use issues that may limit a military installation's ability to operate. During a JLUS, the cities and counties surrounding the military installation work with the installation to plan and carry out specific actions that will promote compatible community and economic growth. Draft recommendations have been developed for each installation as well as a regional list of priorities, which are included as [Electronic Item 11](#). Following a series of previous studies around NAS Fort Worth JRB, a number of transportation needs have been identified and planning, design and construction has begun, which will be highlighted at the meeting.
- 2:40 – 2:50** 12. **Texas Transportation Innovation Activities**
 Action Possible Action Information Minutes: 10
Presenter: Tom Bamonte, NCTCOG
Item Summary: Staff will provide a briefing on recent Texas transportation innovation activities
Background: Staff is working with cities, universities, the Texas Department of Transportation, and others throughout the state to advance transportation innovation. This briefing on recent activities will

cover the Advanced Transportation and Congestion Management Technologies Deployment grant program and the activities of the Texas Innovation Alliance.

- 2:50 – 3:00** 13. **Dallas-Fort Worth Clean Cities Annual Report Results**
 Action Possible Action Information Minutes: 10
Presenter: Pamela Burns, NCTCOG
Item Summary: Staff will highlight the results of the 2016 Dallas-Fort Worth Clean Cities (DFWCC) Annual Report and progress made toward meeting United States Department of Energy (US DOE) petroleum-reduction goals.
Background: The North Central Texas Council of Governments (NCTCOG) has been the host organization for DFWCC, a US DOE initiative to increase energy security and reduce petroleum consumption in the transportation sector since 1994. Clean Cities coalitions are required to complete an annual report to DOE every March. To help ensure a better response rate from local fleets, NCTCOG and DFWCC linked the annual report to the Clean Fleet Policy, approved by the Regional Transportation Council on December 11, 2014, and also created the Outstanding Fleet Recognition Program. Staff will highlight DFWCC's efforts to reduce petroleum consumption and improve air quality and how they impact North Texas. Detailed information on the DFWCC Annual Report is provided as [Electronic Item 13](#).
- 3:00 – 3:10** 14. **Volkswagen Settlement Update**
 Action Possible Action Information Minutes: 10
Presenter: Lori Clark, NCTCOG
Item Summary: Staff will provide an update on the status of initiatives established as a result of the Volkswagen Clean Air Act civil settlements.
Background: To date, Volkswagen Clean Air Act civil settlements have resulted in \$4.7 billion to fund two initiatives which will provide for implementation of new emissions-reducing projects: the Zero-Emission Vehicle Investment and the Environmental Mitigation Trust. Staff will provide an update on the status of each initiative, including a briefing of a recent workshop in Austin. In follow up to the workshop, previously submitted Regional Transportation Council comments were forwarded to the Governor's office. This correspondence is available in [Electronic Item 14.1](#). In order to gauge the level of interest, local governments will be asked to provide feedback on various mitigation actions under the Environmental Mitigation Trust. Details on eligible mitigation actions are included in [Electronic Item 14.2](#).

15. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Reference Item 15.1](#))
- STTC Attendance and Minutes ([Electronic Item 15.2](#))
- Local Motion ([Electronic Item 15.3](#))

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

- Trinity Parkway – If time permits, staff will outline next steps in carrying out the policy direction by the Dallas City Council.

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

18. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, September 14, 2017, at the North Central Texas Council of Governments.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL
July 13, 2017**

The Regional Transportation Council (RTC) met on Thursday, July 13, 2017, 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, Sara Bagheri, Carol Bush, John Cordary Jr. (representing Loyl C. Bussell), Mike Cantrell, Jeff Cheney, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Robert Franke, George Fuller, Mojoy Haddad, Roger Harmon, Elba Garcia (representing Clay Lewis Jenkins), Ron Jensen, Jungus Jordan, Harry LaRosiliere, David Magness, Scott Mahaffey, B. Adam McGough, Steve Mitchell, Stan Pickett, Mark Riley, Mohamed Bur (representing Kelly Selman), Rick Stopfer (representing Gary Slagel), Mike Taylor, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Oscar Ward, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Vickie Alexander, Katelyn Atwood, Melissa Baker, Berrien Barks, Jay Barksdale, Carli Baylor, Natalie Bettger, Alberta Blair, Kristina Brevard, Ron Brown, David Cain, Marrk Callier, Drew Campbell, Jack Carr, Angie Carson, Ying Cheng, Hal Cranor, Mike Curtis, Brian Dell, Kim Diederich, Jerry Dittman, Mike Eastland, Chad Edwards, Traci Enna, Brittney Farr, Kevin Feldt, Sydney Gallagher, Gypsy Gavia, Matt Geske, Alan Greer, Wade Haffey, Clifton Hall, Laura Hanna, Kristen Harper, Tony Hartzel, Rebekah Hernandez, Victor Hernandez, Axel Herrmann, Robert Hinkle, Jodi Hodges, Ivan Hughes, Nancy Jakowitsch, Tim James, Kristy Keener, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Paul Knippel, Lucas Lahitou, Dan Lamers, Sonya Landrum, April Leger, Alonzo Linan, Ramiro Lopez, Stanford Lynch, Wes McClure, Curtistene McCowan, Steve McCullough, Keith Melton, Cliff Miller, Cesar Molina, Erin Moore, Michael Morris, Ron Natinsky, Mark Nelson, Markus Neubauer, Mickey Nowell, Jim O'Connor, Jamie Patel, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Chris Reed, Joseph Rende, Molly Rendon, Amy Rideout, Bill Riley, Christina Roach, Rylea Roderick, Tito Rodriguez, Kyle Roy, Greg Royster, Jodi Saegesser, Moosa Saghian, Steve Salin, Elias Sassoon, Russell Schaffner, Walter Shumac, David Smith, Haley Smith, Shannon Stevenson, Dean Stuller, Gerald Sturdivant, Vic Suhm, Don Szczesny, Mark Titus, Jonathan Toffer, Christopher Tolar, Lauren Trimble, Rod Tyler, Sherry Unger, Mitzi Ward, Sandy Wesch, Sam Weschky, Douglas Wiersky, Brian Wilson, Alicia Winkelblech, Ed Wueste, Hua Yang, and Susan Young.

1. **Approval of June 8, 2017, Minutes:** The minutes of the June 8, 2017, meeting were approved as submitted in Reference Item 1. B. Glen Whitley (M); Mike Cantrell (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was removed from the Consent Agenda by staff.
 - 2.1. **Transportation Improvement Program Modifications:** Ken Bunkley discussed August 2017 revisions to the 2017-2020 Transportation Improvement Program (TIP) provided in Reference Item 2.1. He noted that Reference Item 2.1.1, distributed at the meeting, contained modifications for seven projects that changed since the time the meeting materials were mailed. Changes included the addition of \$2 million in Texas Department of Transportation right-of-way funds in the utility phase of some projects, the withdrawal of one project from the current modification cycle, and

reduced funding for some projects. 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 August 2017 revisions to the 2017-2020 Transportation Improvement Program provided in Reference Item 2.1 of the meeting materials, including changes to modifications distributed at the meeting in Reference Item 2.2.1. T. Oscar Trevino Jr. (M); Kathryn Wilemon (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Rob Franke, Regional Transportation Council (RTC) Chair, discussed the focus for his chairmanship. He noted the desire for green spaces in many communities and interest in considering ways the RTC can participate in environmental issues such as conservation through future partnerships that may arise and that will help maintain the quality of life and natural beauty citizens in the region have come to enjoy. Michael Morris noted the region often focuses its efforts on the easiest place for transportation advancements. He discussed various silos such as transportation, drinking water, sewage treatment, and others. As noted by the Chair, there is interest to reach across silos to partner with other disciplines to advance transportation components. The goal is not to lose focus on transportation, but to challenge the RTC to be a catalyst for programs in other disciplines that create unique partnerships benefiting the entire region. He highlighted presentations from the 2016 Irving Summit related to blue (water), green (parks), and gray (infrastructure). For the 2017 Irving Summit, discussions regarding initial implementation funds will continue. The goal is to create teams to propose projects that leverage opportunity, evaluate the projects, and present the projects to the RTC to determine interest. Those projects would require future RTC approval. He noted the 2017 Irving Transportation Summit is scheduled August 15-16. Mr. Morris also discussed potential interest in an RTC joint communication center and meeting room located in closer proximity to a rail station. The meeting room/communication center would allow advanced technology capabilities for reaching the public, as well as allow partners to co-locate to share in room capabilities. Over the next year staff will be working to identify the need and interest for such a facility. He thanked members who participated with federal staff in the Metropolitan Planning Organization Federal Certification Review held in June. In addition, he noted that TEXpress education campaign materials requested by Mark Riley, the previous RTC Chair, were now available online and provided in Electronic Item 3.1. A video of students who participated in the Vital Link Program was shown for members. Electronic Item 3.2 included a presentation to the Dallas County Commissioners Court regarding the AirCheckTexas program. Current air quality funding opportunities for vehicles were provided in Electronic Item 3.3, and information on the 2017 Mayors Challenge was provided in Electronic Item 3.4. An ozone season update was provided in Electronic Item 3.5. Information on First Responders Alternative Fuel Vehicle Safety Training was provided in Electronic Item 3.6. June public meeting minutes were provided in Electronic Item 3.7, and a high-occupancy vehicle subsidy report was provided in Electronic Item 3.8. Recent correspondence was provided in Electronic Item 3.9, recent news articles in Electronic Item 3.10, and recent press releases in Electronic Item 3.11. Transportation partners progress reports were distributed at the meeting.

4. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program: Transit Program:** Michael Morris provided an overview of the Cotton Belt corridor, a portion of which is proposed for funding through the Transit Program of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) Funding Program. An overview of the

history and location of the Cotton Belt corridor, as well as its importance as the west/east spine of the region was provided as background. He noted Mobility 2040 included a Regional Transportation Council (RTC) policy position (P16-01) on transit implementation in the Cotton Belt corridor, provided in Electronic Item 4.3. The portion of the project connecting downtown Fort Worth with the Dallas Fort Worth International Airport is fully funded and under construction. For the western portion to operate efficiently, the eastern portion is necessary to allow for cross-regional rail transit. If the region can develop a partnership to implement the Cotton Belt corridor through Dallas Area Rapid Transit's (DART) leadership, the impact would be positive for the entire region. A simulation was shown that highlighted the west-to-east movement of vehicles and congestion through the wider corridor and the proximity of the passenger rail line. There are three intermodal connections with other rail lines along the corridor and over two-thirds of Cotton Belt riders will transfer to or from other rail lines, strengthening the importance of a system. By 2040, ridership is estimated at almost 5.5 million annually and 21,000 daily. It will become the region's busiest commuter rail line and the fourth busiest rail line overall behind DART's Red, Green, and Blue light rail lines. Daily ridership estimates for the corridor were reviewed, as well as survey data at the Dallas Fort Worth International Airport regarding trips generated in 2040, showing the ratio of airport trips to share of population. Mr. Morris noted a public meeting is scheduled to discuss innovative funding options for the Cotton Belt corridor and potential partnerships. The region has been innovative on the roadway side but innovation is also necessary for passenger rail projects in order to maximize capabilities, particularly if the federal government does not fund the New Starts program.

Adam Beckom presented the proposed list of projects to fund under the Transit Program in 2017-2018 through the CMAQ and STBG Funding Program. The purpose of the Transit Program is to assist regional partners with innovative transit projects and provide them alternative modes of transportation throughout the region. The recommended list of transit projects and funding amounts was provided in Reference Item 4.1 and totals approximately \$129.38 million. Since last presented in June, the Regional Trail Connection to the Cypress Waters Cotton Belt corridor project was added. The proposed \$3 million for that effort and the \$100 million that the RTC has previously committed will complete the RTC's commitment for the Cotton Belt. The proposed list of Transit Projects include:

- 1) \$100 million for the Cotton Belt Corridor Regional Rail Project (#4) from DFW Terminal B to Shiloh Station in Plano (replaces the \$100 million placeholder/commitment),
- 2) \$3 million for the Regional Trail Connections to the future Cypress Waters Cotton Belt rail station (added since the last STTC meeting) to fulfil the RTC's commitment to the Cotton Belt Corridor,
- 3) \$2.8 million for 7th Street district circulator electric buses and charging stations in Fort Worth,
- 4) \$13 million for high-intensity bus pilot service on IH 30 from the western terminus of IH 30 managed lanes to downtown Dallas,
- 5) \$1 million for IH 35W high-intensity bus pilot service from the Fort Worth Intermodal Transportation Center to Texas Health Presbyterian Park-n-Ride in Denton,
- 6) \$700,000 for a Legacy Transportation Management Association in Plano, and
- 7) \$8.8 million for the Carpenter Ranch Station on the Orange Line in Irving.

Mr. Beckom noted details regarding the Transit Program were provided in Electronic Item 4.2. The funding effort timeline was reviewed, and it was noted that on August 17 a public meeting is scheduled that will focus on innovative funding and procurement for the Cotton Belt. Duncan Webb requested that staff update the map to reflect the correct location of the Legacy Transportation Management Association in Plano. Rick Stopfer thanked the RTC for its efforts related to the Cotton Belt and other entities for their partnerships in the corridor. A motion was made to approve the proposed list of projects to fund through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Transit Program as detailed in Reference Item 4.1. The action also included directing staff to administratively amend the

2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. Oscar Ward (M); Rick Stopfer (S). The motion passed unanimously.

5. **Draft FY2018 and FY2019 Unified Planning Work Program, Including Studies Funded through the 2017-2018 CMAQ/STBG Funding Program**: Vickie Alexander presented the proposed FY2018 and FY2019 Unified Planning Work Program (UPWP). The UPWP is a federal requirement of the Metropolitan Planning Organization (MPO) in order to obtain federal Transportation Planning Funds that are allocated to the region by formula. The proposed document outlines the activities to be carried out by North Central Texas Council of Governments (NCTCOG) staff between October 1, 2017, and September 30, 2019. A copy of the draft document has been available online for review since June 7 and no comments had been received as of the date of the meeting. As noted at the June 8 Regional Transportation Council (RTC) meeting, the UPWP includes five major tasks and 28 subtasks containing 150-200 programs and projects. These programs and projects are funded through 20 different revenue sources, one of which is the federal Transportation Planning Funds. Also included in the Work Program is Exhibit I-8 that outlines the policies governing the allocation of Transportation Planning Funds to projects in the UPWP. No changes to the policies were proposed, but it was noted the RTC would be asked to reaffirm the existing policies provided in Reference Item 5.1. Also included in the Appendix of the document is an agreement signed by various agencies as an administrative requirement to document the cooperative planning process. The agreement acknowledges the responsibilities of the participating agencies outlined and described in the UPWP. The Cities of Arlington, Grand Prairie, McKinney, and Mesquite have been added to the agreement as they are direct recipients of Federal Transit Administration funds for the operation of their various transit services. Ms. Alexander also highlighted three studies included in the Work Program and proposed for funding under the Planning and Other Studies portion of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The goal of the program is to provide funding for planning and feasibility studies to examine future project scenarios. Reference Item 5.2 included a table outlining each of the three projects. Staff proposed: 1) \$1 million in STBG funds to be matched with local funds for the Harry Hines Corridor Conceptual Study and Preliminary Design, 2) \$1 million in STBG funds to be matched with either local funds or the City's Transportation Development Credits (TDCs) for the McKinney Avenue Transit Authority M-Line Extension to Knox Street Feasibility Study, and 3) \$2 million in STBG funds to be matched with regional TDCs for the Dallas-Fort Worth Core Express Service funding. She noted these funds for high-speed rail are in addition to the \$3 million previously approved by the Regional Transportation Council for the high-speed rail contingency to provide a backstop for Federal Railroad Administration funds that may expire in order to continue the Environmental Impact Statement work effort. Proposed federal funding for this 2017-2018 CMAQ/STBG Funding Program totals \$4 million in STBG. Ms. Alexander noted that the proposed FY2018 and FY2019 UPWP includes approximately \$170 million in total funding. Transportation Planning Funds represent approximately 14 percent of the total funding for the next two years. The majority of the funds are pass through dollars sent to transportation partners and consultants for projects such as the Managed Lane Auto Occupancy Detection Program, 511DFW system, traffic signal retiming, vehicle procurement, and others. The UPWP catalogs all funding that flows through the NCTCOG Transportation Department. Ms. Alexander next provided a summary of the federal Transportation Planning Funds for the draft FY2018 and FY2019 UPWP. Based on current allocations, staff anticipates approximately \$5.6 million in Federal Transit Administration 5303 funds and approximately \$15 million in Federal Highway Administration PL funds. Staff also anticipates approximately \$6 million in FY2017 carryover funds. The

total amount of Transportation Planning Funds staff anticipates will be available for the FY2018 and FY2019 UPWP is approximately \$26.5 million. Based on the projects that have been identified in the Work Program, expenditures are anticipated at approximately \$22.6 million leaving a balance of about \$3.8 million to carry over into FY2020.

Ms. Alexander noted that additional information on the document was provided in Electronic Item 5.3, and a full copy of the UPWP was provided in Electronic Item 5.4. In addition, a draft RTC Resolution Approving the FY2018 and FY2019 Unified Planning Work Program for Regional Transportation Planning was provided in Reference Item 5.5 for approval. A motion was made to approve the FY2018 and FY2019 Unified Planning Work Program by resolution. This approval included the three studies proposed for funding under the Planning and Other Studies portion of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Funding Program, as well as reaffirmation of the Unified Planning Work Program Policies contained in Exhibit I-8 of the Work Program, which were provided in Reference Item 5.1. The action also directed staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program to incorporate the three projects proposed under the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Funding Program. Mike Cantrell (M); Elba Garcia (S). The motion passed unanimously.

6. **Legislative Update and Bill Summary:** Amanda Wilson provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth region. Related to federal legislative items, the House Subcommittee of the Appropriations Committee passed a bill on Fiscal Year (FY) 2018 United States Department of Transportation (US DOT) funding. The bill proposes an overall 3.7 percent funding cut to the DOT from the current fiscal year. The cuts would primarily come from the Transportation Investment Generating Economic Recovery (TIGER) program and the Capital Investment Grants program. The preliminary bill also includes a \$100 million appropriation for automated vehicle research. The full House Committee on Appropriations is now scheduled to hear the bill. Ms. Wilson also discussed a notice of funding opportunity issued by the US DOT. The new program is the federal Infrastructure for Rebuilding America (INFRA) grant program and it replaces the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant program. The program was authorized by the Fixing America's Surface Transportation (FAST) Act, but the current administration has renamed the program. It will remain focused on projects addressing critical issues facing highways and bridges, but with four new key objectives: 1) economic vitality, 2) leveraging non-federal funding sources, 3) use of innovative approaches, and 4) performance measurement to achieve desired outcomes. She noted the US DOT is focused on minimizing the federal investment and having State, local, or private sources maximized to fund projects similar to public-private partnerships and leveraging done by the region in the past. Related to State legislative items, a full summary of the regular session of the 85th Texas Legislature was provided in Electronic Item 6.2. A summary of an additional bill, SB 1004, was distributed at the meeting in Reference Item 6.2.1. The bill allows wireless network companies to use public rights-of-way for the placement of network nodes intended to enhance cell phone service and coverage. Next, Ms. Wilson discussed funding vetoed by the Governor for AirCheckTexas. In addition, she noted a special session of the Texas Legislature is scheduled to begin July 18 and includes 20 items. Related to transportation, the agenda includes a clean up to the preemption of the local laws for texting and driving and property tax issues from the regular session. Ms. Wilson discussed the potential federal-state mismatch. A few months ago, the US DOT through the new Administration put out a white paper focused on leveraging through public-private partnerships. During the regular session, Texas continued the pay-as-

you-go trend and did not approve any public-private partnerships or Comprehensive Development Agreements (CDAs). The RTC took two actions during the regular session to support the original bill that included specific authorization for CDAs and to have a contingency to allow certain public-private partnerships if it would mean that the region could participate in potential future federal programs using a private-sector component. Draft correspondence provided in Reference Item 6.1 of the meeting material reiterates points made in correspondence to the Legislature to amend the Texas Department of Transportation Sunset bill and also emphasizes the leveraging and the public-private partnership component of the INFRA program. A motion was made to approve correspondence provided in Reference Item 6.1 requesting that the Governor add an item to the special session call to allow, as a contingency, the tools necessary for the region to take advantage of federal initiatives that may arise during the interim. T. Oscar Trevino Jr. (M); Ron Jensen (S). Mohammed Bur and John Cordary Jr. abstained from the vote. The motion passed.

7. **2016 Regional Safety Performance Report:** Sonya Landrum provided an overview of items included in the 2016 Safety Performance Measures Report. A copy of the report was provided in Electronic Item 7. Crash and fatality data trends for the 16 counties within the region were highlighted, along with the percentage of change from previous years. A total of 132,599 crashes and 778 fatalities have occurred in 2016, both representing an increase from 2015. Hood and Rockwall counties experienced the highest rates of change in fatalities from 2015 to 2016. Regional crash rates for the 12 counties within the metropolitan planning area boundary were highlighted. For 2016, the regional crash rate is approximately 71 percent and reported per 100 million vehicles miles traveled. Tarrant, Dallas, and Denton Counties continue to have rates higher than the regional average. Next, the top five contributing factors for serious injury and fatality crashes in the 12-county metropolitan planning area boundary were also highlighted, with speeding being the top contributing factor for the last three years. She noted additional categories were provided in Electronic Item 7. Bicycle and pedestrian data from 2012 to 2016 was also highlighted. In 2016, a total of 1,525 crashes involving pedestrians occurred which represents an increase. Crashes involving bicyclists decreased for 2016 with a total of 538 crashes. She noted that bicycle and pedestrian crash data involves some type of motor vehicle. Ms. Landrum highlighted three Traffic Incident Management training courses hosted at the North Central Texas Council of Governments: 1) the First Responders two-day course for first responders and managers, 2) the Executive Level two-hour course for policy-level executives, and 3) the Photogrammetry Crash Reconstruction course for officers investigating crashes. The trainings are offered at no cost to agencies. She also provided an overview of hazardous material data for incidents that occurred between 2013 and 2016. In 2016, 11 such incidents occurred which is down from 20 in 2015. Related to the Mobility Assistance Patrol program, also known as Courtesy Patrol, over 126,000 combined assists were provided from Dallas County, Tarrant County, private entities in the North Tarrant Express and LBJ Express, and North Texas Tollway Authority on its tolled facilities. Types of assistance were highlighted, with stalled vehicles representing the largest percentage. Crashes involving impaired drivers were also noted. In 2016, a total of 4,262 crashes involved alcohol, 525 involved illegal drugs, and 55 involved medication. This information was noted because most wrong way driving occurrences often involve some type of impaired driving. In 2014, staff initiated the Wrong-Way Driving Mitigation Pilot Project. Phase 1 began in Dallas County and focused on reducing occurrences by making intersection improvements such as replacing conflicting lane and arrow markings, as well as other signal enhancements to reduce confusion in the intersections. To date, nearly 50 percent of the 350 intersections that were targeted as part of Phase 1 have been completed. Phase 2 was initiated in Tarrant County in 2015 and focused on wrong way driving incident notification technology along with enhanced

pavement marking signs and flashing signage. To date, work has been completed at 17 locations along IH 30, as well as several ramps along SH 360. Lastly, information regarding the Takata Airbag recall was also discussed. Vehicle identification numbers can be checked at www.safercar.gov or www.airbagrecall.com to determine if vehicles are part of the recall. Handouts with Takata airbag recall information were distributed at the meeting and available in bulk to those interested.

8. **DFW Connector Pilot Program Update:** Ken Kirkpatrick presented an update on marketing activities in the DFW Connector corridor. As a reminder, the DFW Connector Pilot Program was initiated in coordination with the Texas Department of Transportation (TxDOT) who requested that the Regional Transportation Council (RTC) pay a portion of the collection risk in the IH 35W corridor. RTC instead suggested that a pilot test be initiated in the DFW Connector corridor to develop strategies to increase TollTag usage and apply successful techniques in the IH 35W corridor to reduce TxDOT's toll collection risk. The first phase of the pilot was to increase the pay-by-mail surcharge to create a market incentive for drivers to obtain TollTags. The Texas Transportation Commission approved a gradual increase of the surcharge of up to 90 percent. In January 2015, the project went to dynamic pricing with a split of 68 percent TollTag usage/32 percent pay-by-mail, and as of June 2017 the split was 75 percent TollTag usage/25 percent pay-my-mail, which was still a substantial risk. The RTC then approved a second phase of the pilot for additional marketing and outreach activities to increase TollTag usage.

Mindy Mize provided details of the marketing and outreach activities to be conducted in coordination with the North Texas Tollway Authority (NTTA) for the DFW Connector corridor. Efforts included TollPerks for new TollTag customers, prize giveaways, preloaded TollTags to targeted areas, and TollTag sales at inspection stations and/or car dealerships in targeted areas. Marketing efforts will begin with TollPerks. TollPerks will be targeted to potential users of the DFW Connector for new TollTag customers. NTTA will advertise through digital media and paid social ads, and NCTCOG and NTTA will both use social media messaging. As an incentive, new TollTag customers will be provided 2,000 TollPerk points. The campaign will run for approximately 30 days. The second effort will include various prize giveaways and will be targeted to ZipCash users of the DFW Connector corridor who would be new TollTag customers. Similar advertising and social media messaging will be used, and the campaign is also anticipated to run for approximately 30 days. The third effort is to offer preloaded TollTags to high-use ZipCash customers in average to low income zip codes using the DFW Connector. New customers will be offered a \$20 credit and must make an initial payment on their new TollTag to receive the credit. Communication for this effort will be by direct mail piece and inserts in ZipCash bills. All TollTags issued for these efforts must be tied to a credit card/bank account. Staff efforts are continuing related to the sale of TollTags at inspection stations and car dealerships. Next, staffs will be working to finalize messaging for the DFW Connector Pilot Program, as well as developing performance metrics and tracking. The advertising campaign is expected to begin prior to the August 10, 2017, RTC meeting.

RTC Chair Rob Franke asked if the preloaded TollTags were tied to a user's driver's license or vehicle. Mr. Kirkpatrick noted the incentive is tied to an individual account. Mr. Morris asked staff to clarify the timeline of the phases and what staff considered to be a good result. Staff noted that phases will occur separately with breaks between each phase to track effectiveness. In addition, an 85 percent TollTag rate would be an accomplishment, but a future rate of 90-95 percent is needed to further reduce the collection risk. Ann Zadeh asked if specialty TollTags have been considered. Mr. Kirkpatrick noted staff was currently focused on RTC-approved efforts but can explore specialty TollTags in the future. William

Tsao asked the reason for RTC's interest in increasing the TollTag penetration rate. Mr. Morris noted the original request from TxDOT of the RTC to pay a portion of the collection risk on the IH 35W corridor. The RTC's interest is a result of the decision to instead pilot test innovative strategies in the DFW Connector corridor to increase TollTag usage and reduce collection risk. Successful techniques can then be applied in the IH 35W corridor.

9. **Air Quality Update:** Chris Klaus provided an update on air quality items. Related to the 2015 National Ambient Air Quality Standard (NAAQS) for ozone, he noted last month the Environmental Protection Agency recommended a one-year extension for the State nonattainment designations for the 2015 NAAQS from October 2017 to October 2018. A copy of the press release announcing the extension was provided in Electronic Item 9.1. As a result of the extension for nonattainment designations, 2015-2017 ozone data is anticipated to be used for the October 2018 designations. It is hoped that fewer counties will be designated as nonattainment of the standard if the 2015-2017 ozone data is in fact utilized. For example, Hood County was previously recommended for nonattainment, but is currently in attainment of the new standard using 2014-2016 ozone data. Additionally, he discussed Regional Transportation Council (RTC) correspondence transmitted to the Department of Justice regarding the Volkswagen lawsuit requesting to receive a portion of any settlement from the lawsuits to implement air quality projects and programs. Staff has provided input to the Governor's office on specific elements related to implementation of funds from any settlements, provided in Electronic Item 9.2. Additionally, the Department of Justice also filed a civil lawsuit against Fiat-Chrysler for similar Clean Air Action violations regarding emission cheat devices. The RTC Chair submitted a letter requesting a similar approach to the Volkswagen litigation to disperse potential settlement funds to affected counties, provided in Electronic Item 9.3. Finally, the proposed budget from the White House eliminates funding for two programs in which the North Central Texas Council of Governments have been active: Clean Cities and the Diesel Emissions Reduction Act. As Congress moves into budget negotiations, staff will continue to monitor impacts to these programs. Correspondence supporting continued funding for these important programs was provided in Electronic Item 9.4. Further details on the air quality topics presented were provided in Electronic Item 9.5.
10. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 10.1, Surface Transportation Technical Committee attendance and meeting minutes in Electronic Item 10.2, and the current Local Motion in Electronic Item 10.3.
11. **Other Business (Old or New):** Mojoy Haddad called on Arturo Ballesteros, North Texas Tollway Authority (NTTA) Director of Government Affairs, to speak on behalf of NTTA. Mr. Ballesteros introduced NTTA Assistant Director of Government Affairs Lindsey Baker, the new NTTA Government Affairs local point of contact.
12. **Future Agenda Items:** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, August 10, 2017, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:30 pm.

CLEAN AIR ACTION DAY RESULTS

Regional Transportation Council Meeting

Mindy Mize, Program Manager

August 10, 2017



North Central Texas
Council of Governments



Clean Air Action Day 2017



1,148 North Texans took steps toward improving air quality on Friday, June 23, 2017

Top actions:

- Take lunch to work
- Vehicle maintenance
- Buy local
- Drive efficiently
- Combine trips



STTC Clean Air Action Day Challenge Champion



Contacts



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

airnorthtexas@nctcog.org

www.airnorthtexas.org

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
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X		X	X		Private Sector
Updated Incentives! Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector

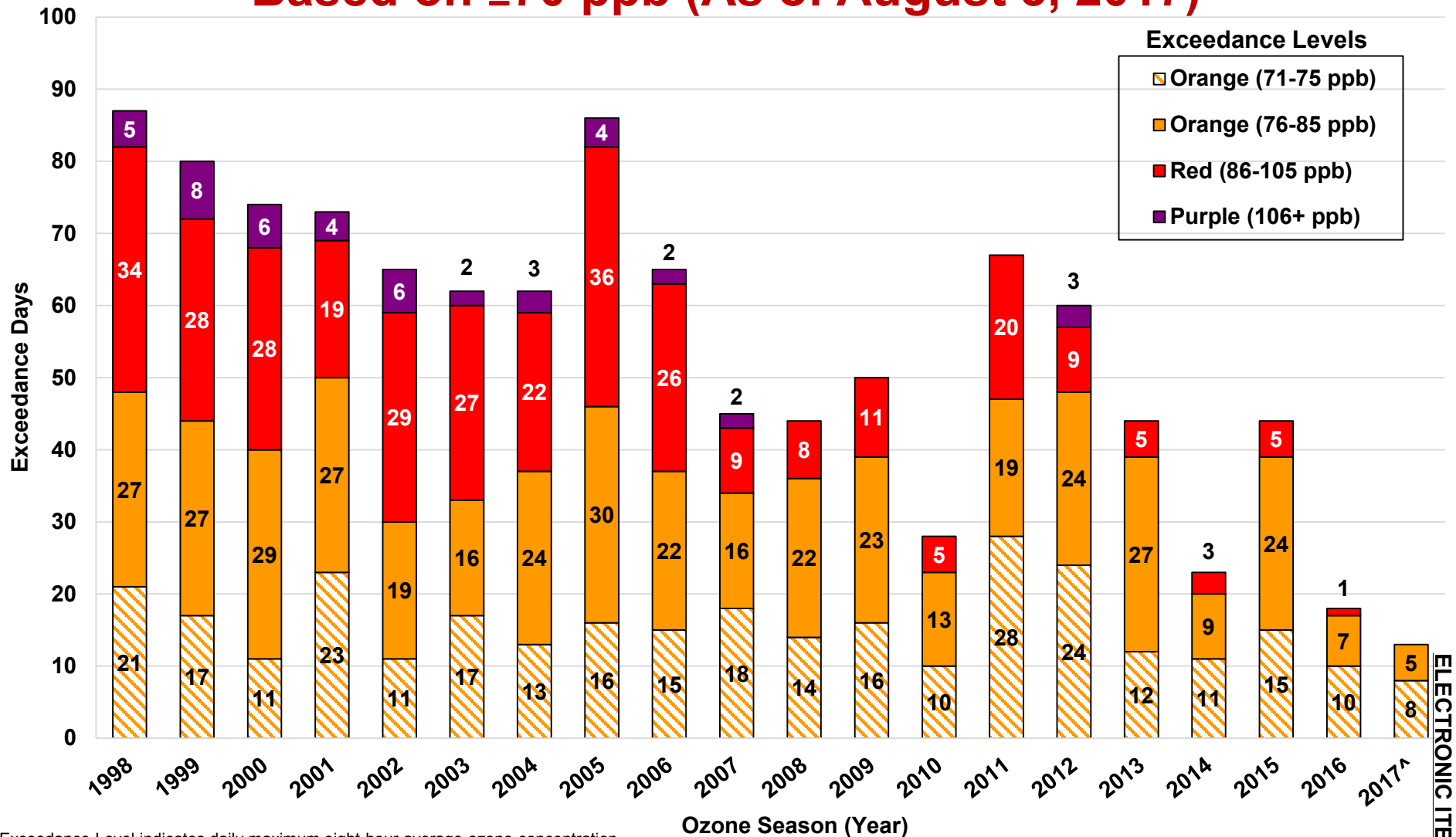
[NCTCOG Funding Opportunity Archive](#)

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

7/7/2017 5:3/2016 AP/IMG


EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of August 3, 2017)



ELECTRONIC ITEM 3.3

Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

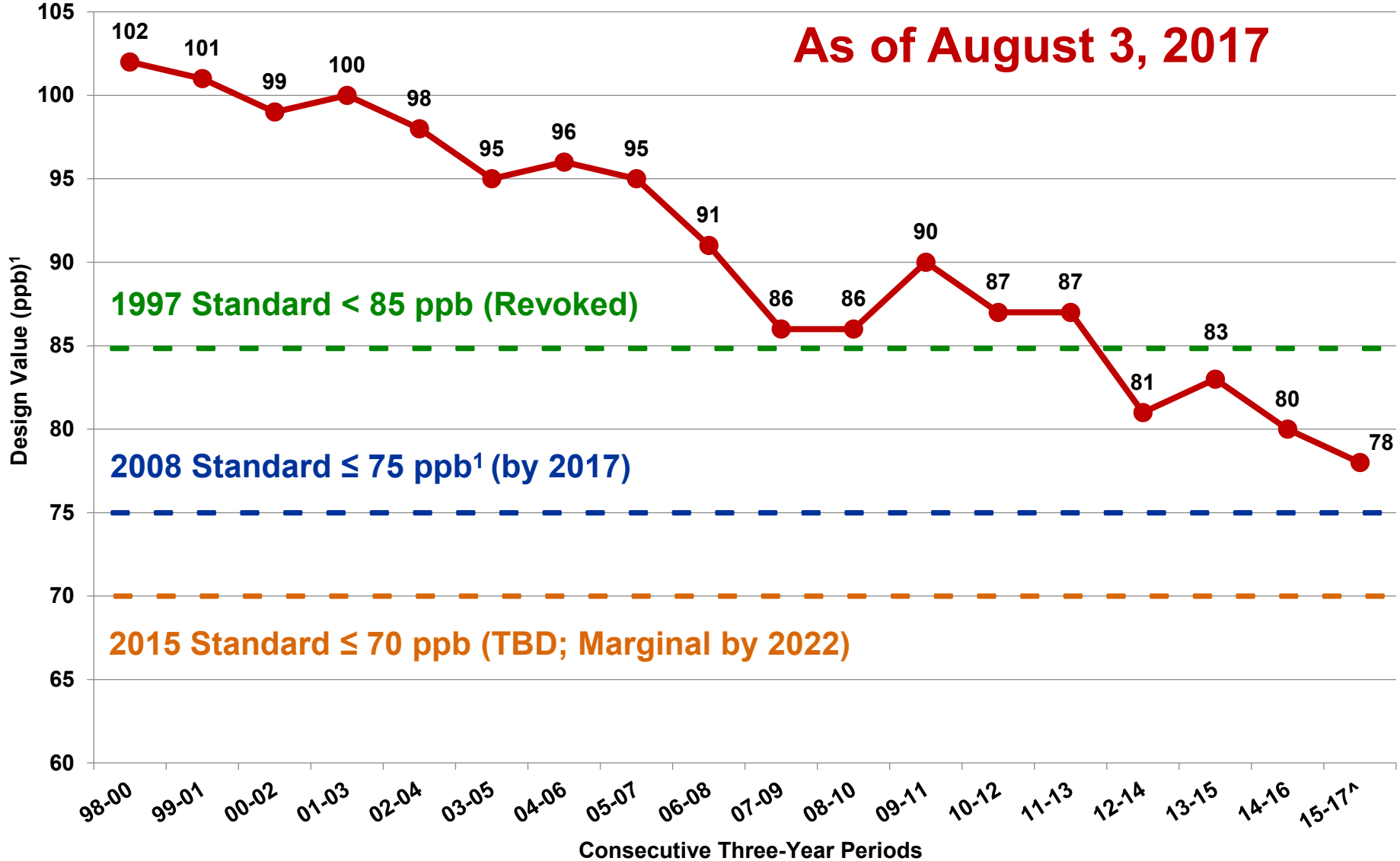
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

[^]Not a full year of data.

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

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

As of August 3, 2017



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

[^]Not a full year of data.

STAQS 2017 DFW

Southern Transportation and Air Quality Summit Dallas-Fort Worth, Texas August 29 - 30, 2017



The Southern Transportation and Air Quality Summit 2017 is an event sponsored by the Federal Highway Administration and EPA Regions 4 and 6.

The purpose of the Summit is to bring together stakeholders from both the transportation and air quality communities to discuss current and coming regulatory environment, technologies and current practices vital to the field of air quality and transportation. The summit is geared to practitioners involved with public agencies at all levels.

A host of speakers from within the southern and eastern regions will present a number of key topics, best practices and latest information vital to transportation, planning and air quality professionals. The registration fee is \$75.00 per person.

Location: North Central Texas Council of Governments Offices
616 Six Flags Drive
Arlington, Texas 76011

Registration**Hotels and Nearby Restaurants****Agenda (Preliminary)****Optional Dinner and Tours of Globe Life Park (Texas Rangers) and AT&T Stadium (Dallas Cowboys)**

At the end of the first conference day, a chartered bus will transport guests to the Globe Life Park where guests will tour exciting behind-the-scenes areas of the ballpark. The bus will then transport guests to the AT&T Stadium, home of America's Dallas Cowboys! Guests will hear about the world's largest domed structure, view pieces of art, and see where all the magic happens. Dinner will be served in the Miller Lite Club, South. After dinner, the chartered bus will transport guests back to NCTCOG where La Quinta guests will be shuttled to the hotel. The fee for the tours and dinner is \$30.00 per person. You may register for this dinner on the registration page.

Contact Information

If you have questions about the Summit or about any information found on this page, please contact:

Mike Roberts
 Federal Highway Administration
 (404) 895-6224

Jeff Riley
 U.S. Environmental Protection Agency
 (214) 665-8542

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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



Rendering courtesy of City of Dallas

Complete Streets One-Day Design Course

Planning and Design of Complete Streets Moving from Policy to Implementation



The built environment has a significant influence on behavior within our transportation system, and current data continues to show the system demands safer multimodal corridors. Complete streets help improve the mobility and safety for North Texans of all ages and abilities.

Additional one-day Complete Streets Design Workshops have been scheduled for September 13, 14, and 15 due to the high demand for the course held at NCTCOG in February 2017.

The Federal Highway Administration will facilitate these Design Courses with a focus on design flexibility, design for non-motorized modes, multimodal network level of service, reducing conflicts, traffic beacon/signal design, performance measures, and reviewing what stands in your way between policy and implementation. This course will provide guidance on how to plan and design for the implementation of Complete Streets that support safe, convenient, and comfortable mode choices.

Online registration for a one-day course is now available at

nctcog.org/CSregister

Cost: \$10 (lunch provided)

Please register early to ensure your seat. Seating is limited.

(Note: The same material will be presented each day and is the same as presented at the February 2017 courses at NCTCOG.)

Wed., September 13

NCTCOG

616 Six Flags Dr.

Arlington TX

9 am to 4:30 pm

(registration begins at 8:30 am)

Thurs., September 14

Citylink at State Farm

PGBT at Plano Rd

Richardson TX

9 am to 4:30 pm

(registration begins at 8:30 am)

Fri., September 15

NCTCOG

616 Six Flags Dr.

Arlington TX

9 am to 4:30 pm

(registration begins at 8:30 am)

Contact Barb Walsh at bwalsh@nctcog.org or (817) 695-9245 for additional information.

CEU: Attendees at each workshop date are eligible for engineering professional development hours; for planners the workshop has been approved for 6 Certification Maintenance credits by APA.

For more information about Complete Streets please visit:

<https://smartgrowthamerica.org/program/national-complete-streets-coalition/what-are-complete-streets/>

TRANSPORTATION PUBLIC MEETING

Cotton Belt Regional Passenger Rail Update
Transit recommendations from the Mobility 2035
transportation plan for the North Central Texas
region included regional rail service from southwest
Fort Worth to Plano. NCTCOG staff will provide
background information on the Cotton Belt
passenger rail project that will extend from the
Dallas Fort Worth International Airport to Plano as
well as an overview of the innovative financing
process essential to the delivery of the project.

Other Information to Be Highlighted:
Regional Smoking Vehicle Program (RSVP)
Celebrates 10-Year Anniversary

To help improve air quality in our region, the RSVP
has allowed North Central Texans to anonymously
report vehicle emitting visible smoke and pollution
since 2007. We provide educational material and
information on possible financial assistance to
repair and replace the vehicle. Learn more at
www.smokingvehicle.net.

Live stream available and video recording
online at www.nctcog.org/input.



NCTCOGtrans



North Central Texas
Council of Governments

THURSDAY, AUGUST 17, 2017

2:30 PM

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

For anyone wanting to ride
transit to the public meeting,
NCTCOG will offer a free
connection to the meeting upon
request on a first-come, first-
served basis. 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 meeting at
817-608-2365 or
cbaylor@nctcog.org.



CentrePort/DFW Airport Station
Arrival Options April 17

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

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.*

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News Releases

News Releases from Headquarters > Air and Radiation (OAR)

EPA Continues to Work With States on 2015 Ozone Designations

EPA continues to work with states on technical issues, disputed designations and insufficient information

08/02/2017

Contact Information:

press@epa.gov

WASHINGTON – The U.S. Environmental Protection Agency (EPA) is moving forward with 2015 ozone designations, working with states to help areas with underlying technical issues, disputed designations, and/or insufficient information. This will help ensure that more Americans are living and working in areas that meet national ambient air quality standards (NAAQS).

“We believe in dialogue with, and being responsive to, our state partners. Today’s action reinforces our commitment to working with the states through the complex designation process,” said **EPA**

Administrator Scott Pruitt.

The Clean Air Act gives EPA the flexibility to allow one additional year for sufficient information to support ozone designations. EPA may take future action to use its delay authority and all other authority legally available to the Agency to ensure that its designations are founded on sound policy and the best available information.

Earlier this summer, it was evident that the Agency would not meet the October 1 deadline to designate all areas, due to underlying complexities, methodological, and informational questions with regard to this new ozone NAAQS standard. For example, the question of whether or not this ozone NAAQS was set so low as to implicate natural "background" ozone levels in some parts of the country has repeatedly been raised.

In June, EPA issued a Federal Register notice announcing that it was delaying its deadline for designations by one year, from October 1, 2017 to October 1, 2018. Previous EPA administrations had repeatedly invoked this statutory power to delay designations for part or all of the country. Today's announcement replaces our earlier action that delayed the Agency's designation deadline on a nationwide basis and clarifies our path forward, so that the Agency can be more responsive to local needs.

"Under previous Administrations, EPA would often fail to meet designation deadlines, and then wait to be sued by activist groups and others, agreeing in a settlement to set schedules for designation," said **EPA Administrator Scott Pruitt**. "We do not believe in regulation through litigation, and we take deadlines seriously. We also take the statute and the authority it gives us seriously."

[Contact Us](#) to ask a question, provide feedback, or report a problem.

Discover.

Connect.

Ask.

PUBLIC COMMENTS REPORT

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 Tuesday, June 20, 2017 through Thursday, July 20, 2017. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Project Planning Comments

1. Thomas Allen

- A. Is Lancaster an “environmental justice” community?
- B. If your answer to question 1 is “yes,” which document makes the finding that Lancaster is “an environmental justice” community?
- C. What factual findings support Lancaster’s designation as an “environmental justice” community?
- D. What facts do you possess that indicate Wintergreen Road, Jefferson Street, and Pleasant Run Road were congested in order to merit funding by congestion mitigation dollars?
- E. What criteria did Lancaster, Wilmer, and Hutchins have to meet in order to merit funding with Federal Highway Block grant dollars for the local streets Jefferson, Wintergreen and Pleasant Run?
- F. All three are very obviously inter city thoroughfares, but how is funding for intercity thoroughfares a proper use of Federal Highway tax dollars?

Only the first phase of Loop 9 is funded and according to TxDot there is only enough funding for right of way acquisition and construction of what will eventually be the service roads. According to a TxDOT presentation I attended, there is no funding identified for the highway itself. Loop 9 will most likely eventually be funded as a toll road, as is its northern equivalent, the Bush Turnpike. If we can’t fund Loop 9, which is very obviously a Federal Highway project, why are we funding local thoroughfares with scarce Federal highway tax dollars?

- G. By the way, I use Jefferson, Wintergreen and Pleasant Run. I can tell you that, at present, there is no congestion on those roads. There is now far more congestion on Hampton Road as it approaches I-30 in the heart of Dallas, and given the congestion, fumes, and lower incomes of that corridor, that corridor deserves the label “environmental justice community” more than Lancaster, Wilmer, and Hutchins. It is possible that, as the logistics hub develops

there will be more congestion on these roads and there will need to be other routes into the logistics hub other than I-20 and Bonnie View/Jefferson. However, at present, there are few heavy trucks using Pleasant Run or Jefferson to access the logistics hub. It seems that thoroughfare funding should be part of city and county planning and budgeting. I don't see a legitimate role for the Federal government in paying for local thoroughfare construction. The developers of the hub bought this land and laid out their plans with their eyes wide open that the rural roads were ill equipped to accommodate their heavy trucks. Why should the Federal government pick up the tab for them?

Response by Christie Gotti, NCTCOG

Mr. Allen:

Thank you for your interest in these projects and for your comments. Below, I have responded to each of your questions or comments using blue text. Sorry for the duration taken to respond, but we had to pull together data from multiple sources within our agency, so it took a bit of time.

A. Is Lancaster an “environmental justice” community?

While no mandated method or numeric threshold exists for defining what is or is not an environmental justice community, the North Central Texas Council of Governments (NCTCOG) considers Lancaster to be an environmental justice community. In Lancaster, 86.14 percent of the city's residents identify themselves as a racial or ethnic minority and 17.05 percent of the city's residents for whom poverty data is known live in a household below the poverty line established by the Department of Health and Human Services, according to data from the 2015 American Community Survey (ACS) 5-Year Estimates. For these reasons, NCTCOG considers Lancaster to be an environmental justice area/community (see responses to below questions for additional details).

B. If your answer to question 1 is “yes,” which document makes the finding that Lancaster is “an environmental justice” community?

Data provided in NCTCOG's Mobility 2040 plan shows that Lancaster meets the designation of an environmental justice community for both the city's total minority population and low-income population.

Executive Order 12898 calls for actions to address environmental justice in minority populations and low-income populations. The U.S. Department of Transportation (USDOT) EJ Order 5610.2(a) and the Federal Highway Administration (FHWA) EJ Order 6640.23A define “minority” individuals as:

“...A person who identifies with one or more of the following categories:

- (1) Black: a person having origins in any of the black racial groups of Africa;
- (2) Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race;
- (3) Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
- (4) American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
- (5) Native Hawaiian and Other Pacific

Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.” (Source: Federal Highway Administration Environmental Justice Reference Guide)

The USDOT and FHWA Environmental Justice Orders define a “low-income” individual as “a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines.”

C. What factual findings support Lancaster’s designation as an “environmental justice” community?

Findings included in the responses to questions #1 and #2 support Lancaster’s designation as an environmental justice community. One method to define environmental justice populations at the scale of regional transportation plans, the scale used by NCTCOG, is to set a threshold equal to the geography of the study area. The study area for NCTCOG’s metropolitan transportation plan is the 12-county Dallas-Fort Worth metropolitan planning area. The study area’s population is 51.22 percent total minority (cumulative racial or ethnic minority individuals) and 14.59 percent low income, according to data from the 2015 ACS 5-Year Estimates. Lancaster’s population exceeds both these regional percentages, and is therefore, designated as an environmental justice community. This method is supported by the National Cooperative Highway Research Program Report 532, Effective Methods for Environmental Justice Assessment, Transportation Research Board of the National Academies.

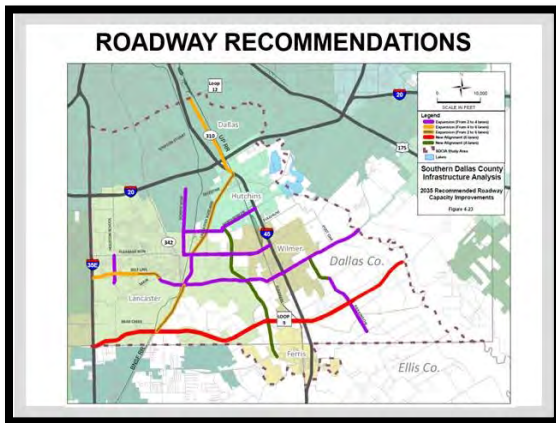
D. What facts do you possess that indicate Wintergreen Road, Jefferson Street, and Pleasant Run Road were congested in order to merit funding by congestion mitigation dollars?

The funding source proposed for these projects is not “congestion mitigation dollars” specifically. The proposed funding program is called the Surface Transportation Block Grant (STBG) Program. As outlined in the current transportation funding bill, Fixing America’s Surface Transportation (FAST) Act, the STBG program has the most flexible eligibility rules among all Federal-aid highway programs. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. (FAST Act § 1109(a)). As long as a roadway is functionally classified above a “collector,” which these are, roadway improvements are eligible activities. These projects would also be eligible as they “provide access into and out of the ports” and as “Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.” Please note that much of the wording noted above is taken directly from the Federal Highway Administration website for STBG funding: <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>.

E. What criteria did Lancaster, Wilmer, and Hutchins have to meet in order to merit funding with Federal Highway Block grant dollars for the local streets Jefferson, Wintergreen and Pleasant Run?

As noted above, the projects had to first be eligible for the funding source, which they are. Second, the funding initiative currently being implemented by our policy body, the Regional Transportation Council, involves selecting projects that meet the goals and

objectives of our metropolitan transportation plan, which includes the development of a transportation system that contributes to the region's mobility, quality of life, system sustainability, and continued project implementation. Specifically, these projects were selected because they leverage local and federal funding, improve access to an intermodal facility (the inland port), and improve access for an environmental justice community. The projects also meet several goals specific to our freight portion of the plan, including: 1) Improve freight movement efficiency to, from, and within the region; and 2) Promote safety, mobility, and accessibility for freight. Finally, these projects were recommended infrastructure improvements outlined in the Southern Dallas County Infrastructure Study completed in 2012. A map of the recommendations from that study is provided below. You can view the entire study findings/recommendations online at: http://www.nctcoq.org/trans/sustdev/landuse/funding/plan/sdcia/Final/SDCIA_FinalReport_Oct2012.pdf



F. All three are very obviously inter city thoroughfares, but how is funding for intercity thoroughfares a proper use of Federal Highway tax dollars?

By way of the eligibility for this funding category, Congress has determined that certain local roadways are a good use of federal funding. As indicated above, these roadways are an appropriate fit for federal transportation funding as they improve direct access to a major intermodal hub that then connects to an interstate highway corridor (IH 45). IH 45 is also designated as a regional truck route, so roadway projects that improve access to regional truck routes have been determined by the RTC to be a good use of federal transportation funding.

Only the first phase of Loop 9 is funded and according to TxDot there is only enough funding for right of way acquisition and construction of what will eventually be the service roads. According to a TxDOT presentation I attended, there is no funding identified for the highway itself. Loop 9 will most likely eventually be funded as a toll road, as is its northern equivalent, the Bush Turnpike. If we can't fund Loop 9, which is very obviously a Federal Highway project, why are we funding local thoroughfares with scarce Federal highway tax dollars?

Federal funds are involved in funding major interstate roadways, arterials, intersection improvements, bicycle/pedestrian projects, and many other project types. There are multiple funding sources (federal, state, regional, and local) that are available for each

project type. Project prioritization involves matching the right type of funding with the right type of project, and it involves balancing needs across different areas of the region and at different levels. To this end, the RTC and Texas Department of Transportation (TxDOT) jointly selected major highway projects in December 2016. See funding for Loop 9 on page 2 of the approved project listings, which are available online at: <http://www.nctcog.org/trans/tip/documents/10-YearPlan-12-2016RTCListofProjects.pdf>. At that time, the RTC set aside STBG (and air quality) funds to implement improvements on other projects across the region. With the December 2016 approval for Loop 9, all of the first phase frontage roads from IH 45 to IH 35E are funded. While it is true that other sections of Loop 9 are under development, they are not yet ready for construction funding – they still need to go through other preconstruction phases, such as environmental clearance, public involvement, preliminary engineering, etc. Funding will be considered for those sections of Loop 9 in the future.

G. By the way, I use Jefferson, Wintergreen and Pleasant Run. I can tell you that, at present, there is no congestion on those roads. There is now far more congestion on Hampton Road as it approaches I-30 in the heart of Dallas, and given the congestion, fumes, and lower incomes of that corridor, that corridor deserves the label “environmental justice community” more than Lancaster, Wilmer, and Hutchins. It is possible that, as the logistics hub develops there will be more congestion on these roads and there will need to be other routes into the logisitics hub other than I-20 and Bonnie View/Jefferson. However, at present, there are few heavy trucks using Pleasant Run or Jefferson to access the logistics hub. It seems that thoroughfare funding should be part of city and county planning and budgeting. I don’t see a legitimate role for the Federal government in paying for local thoroughfare construction. The developers of the hub bought this land and laid out their plans with their eyes wide open that the rural roads were ill equipped to accommodate their heavy trucks. Why should the Federal government pick up the tab for them?

Public roadways, especially those that contribute to interstate commerce (i.e., freight traffic) have long been considered germane to investment and support by the federal government. Local elected officials in the three cities involved, along with the elected officials serving on the RTC decided in this case that the federal transportation dollars were appropriate for use on these three projects. As noted above, the projects were not selected due to congestion concerns, but rather, because they provide access to intermodal facilities, leverage federal and local funds, and because these improvements will create a safer environment for existing users as the larger, freight hauling trucks continue to increase in number in the area. With regard to environmental justice, most sections of Hampton Road are considered part of an environmental justice community. Cities along the Hampton Road corridor are welcome to suggest needed improvements to that corridor to see if the identified need coincides with regional priorities.

Data Comments

1. Kristin McKenzie

I am trying to see if there is an updated Fact Sheet for Air Cargo. The document that I was able to find online is dated June 2014, and I am looking for any updated information that you may

have on DFW Airport and Alliance Airport combined cargo shipment. We are looking for the weight (metric tons).

Response by Brian Wilson, NCTCOG

Kristin,

Thank you for reaching out to us. This is the latest air cargo information we have, as published in our annual transportation state of the region report, Progress North Texas 2017. It is available at www.nctcog.org/ourregion. I will work with our staff to update the fact sheet. Thanks for bringing it to our attention. Please let me know if you have any additional questions or would like copies of Progress North Texas or any of our publication. Have a great week.

Year	DFW	Alliance	Love Field
2015	737,812	119,444	80,438
2016	829,019	136,765	86,078

2. Ted Burden

Is there any way that I can find out the traffic count for I-75 at the Spring Creek Exit, as well as the traffic count for Spring Creek Parkway at Oak Point Park and Amphitheater? Thank you for your assistance.

Response by Francisco Torres, NCTCOG

Mr. Burden,

The daily traffic on US 75 at Spring Creek Parkway is 180,000 vehicles/day adding both directions of the main lanes.

For Spring Creek Parkway at Oak Point Park and Amphitheater, the daily traffic count adding both directions is 10,208 vehicles/day.

For your convenience you can look for historical traffic counts at our webpage at [:http://www.nctcog.org/trans/data/trafficcounts/indexcdp.asp](http://www.nctcog.org/trans/data/trafficcounts/indexcdp.asp)

Other Comments

1. Jim Moffitt

Your Rosters of RTC committees should have effective dates. It is impossible to guess when these lists were correct. Also, meetings that have passed dominate the "upcoming meetings" calendar.

Response by Carli Baylor, NCTCOG

Mr. Moffitt,

Thank you for contacting the NCTCOG Transportation Department. I have provided your comments to the appropriate staff members, and we will now be noting the month and year on the RTC and STTC rosters posted on our webpage.

Additionally, the “upcoming meetings” calendar has been updated, and we will make sure to continue to edit it in a timely manner.

Please let us know if you have further comments and/or questions.

COMMENTS SUBMITTED VIA SOCIAL MEDIA

Aviation Comments

1. Transportation @NCTCOGtrans #UAS #drones will Enhanced Mobility of Seniors to #DFW Individuals / Disabilities for #doctor trips #Medicine – Marko Sakal (@markosakal)



2. Review by @USDOTFHWA @FTA_DOT @FAANews for @NCTCOGtrans #flight plans #UAS over Interstate #State #Local #Roads plan < #gas #tax +UAS tolls – Marko Sakal (@markosakal)

Air Quality Comments

1. Do Just One Thing for Clean Air Action Day this Friday <http://www.nadallas.com/DAL/June-2017/Do-Just-One-Thing-for-Clean-Air-Action-Day/> ... #cleanair @NCTCOGtrans #Texas – Natural Awakenings (@NaturalDallas)



2. "Be Air Aware" event tonight at @east-sidedenton - learn how to keep our air clean!
<http://ow.ly/dPGX30cOezy> @cityofdentontx @NCTCOGtrans – DCTA (@RideDCTA)



3. Dr. Gordon Green, a @UTSWNews faculty member, served on the Rgnl Air Quality Task Force of @NCTCOGtrans #CAAD2017 http://bit.ly/nap_00075 – UTSW Library (@utswlibrary)



4. It's Clean Air Action Day! Join @NCTCOGtrans in celebrating keeping our air clean & read our blog post to see how: – DCTA (@RideDCTA)



5. What steps will you take to improve air quality today? Share your action with @NCTCOGtrans & include #CAAD2017 for a chance to win a prize. – Judge Clay Jenkins (@JudgeClayJ)

6. Today is Clean Air Action Day! North Texans, show your support and commitment: <http://www.airnorthtexas.org/cleanairactionday> ... #CAAD2017 @NCTCOGtrans – Timm Elrod (@TimmElrod)

7. Pollution's health impact back in 1991, courtesy #NLM @NCTCOGtrans #CAAD2017 | <http://bit.ly/2sww303> – UTSW Library (@utswlibrary)

8. DFW is committed to sustainability efforts 365 days a year. Here are a few steps we've taken to improve air quality: #CAAD2017 @NCTCOGtrans – DFW Airport (@DFWAirport)



@DFWAirport @NCTCOGtrans @RobertHortonDFW Great performance
@RobertHortonDFW @kris_russell. Keep on going 🙌 – Denise Pronk (@denisepronk)

9. RT @M_E_Strohmeier @Siemens Cleaning city air and reducing emissions by offering metrics and analysis technologies @NCTCOGtrans – Marko Sakal (@markosakal)

Markus Strohmeier @M_E_Strohmeier
Urban cities can now effectively maximize economic & environmental benefits from technologies thanks to this tool pbynd.co/na8d8

10. Make plans to go to East Side Denton, TX tonight from 5 to 8 p.m. to engage with City of Denton Sustainability and NCTCOG Transportation Department to learn how to keep our air clean. Free giveaways for those who sign the Clean Air Action Day pledge! – Denton County Transportation Authority (DCTA)



11. Come visit the Office of Environmental Quality and the terrific vendors at the Dallas Clean Air Action Day on Pegasus Plaza in Downtown Dallas! Downtown Dallas, Inc. GreenSourceDFW NCTCOG Transportation Department #Arlo #CAAD2017 #AirNT – Green Dallas



12. Plan a cozy work-from-home day for #CAAD2017 6/23! Share how you'll improve #airquality w/@NCTCOGtrans & at <http://bit.ly/2pSFEDM>. – NCTCOG Transportation Department



i love this idea! – Valerie Skiadas Philibert

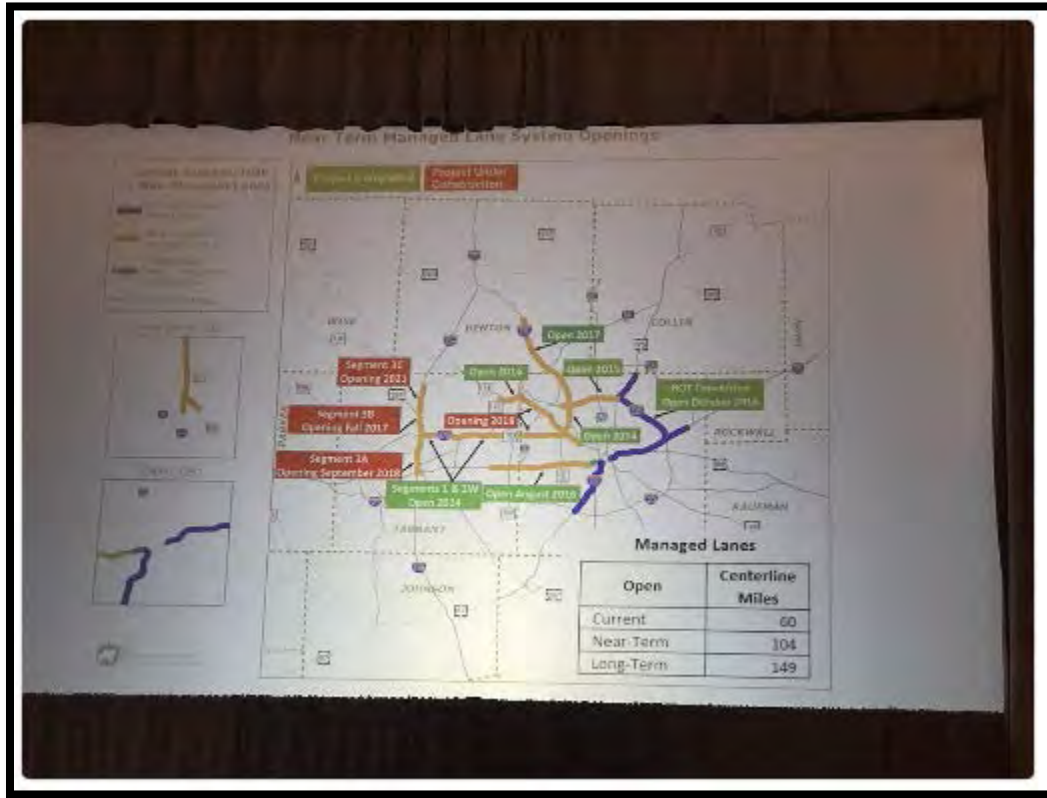
You should do it! 😊:) It's a triple win! You'll help improve air quality, you get to be comfy while working AND you win a prize by sharing your action with us! – NCTCOG Transportation Department

Innovative Vehicle and Technology Comments

1. Purchasing alt-fuel #fleet vehicles? Learn how you can participate in our national #procurement at <http://fleetsforthefuture.org> 🚚🚗 – FleetsForTheFuture (@Fleets4future)

A screenshot of a tweet. On the left is a small image of a traffic jam on a highway. To the right of the image, the text reads: **Chris Hamilton @ChrisRHamilton**
Another Study Says Science is Clear. More highways equals = more traffic. DOTs spend \$ on transit/bike/walk instead! usa.streetsblog.org/2017/06/21/the...

2. @TeamCarma thrilled to be providing automated vehicle occupancy detection w/ @NCTCOGtrans want to hear more. Let's connect #IBTTA – Pavluchuk & Assoc (@Jpavllc)



3. Public #fleets: Save big on alt-fuel vehicles through our F4F National #Procurement | Sign up here <http://bit.ly/futurefleets> – FleetsForTheFuture (@Fleets4future)



Bicycle/Pedestrian Comments

1. Please watch for #cyclists, #pedestrians & #motorcyclists. Be engaged at wheel & #Drive2N2. Great resource for safe riding @NCTCOGtrans – Chris Pilcic (@SF_ChrisPilcic)



David Shilson @FPDShilson
So far in 2017 #Frisco has had 19 crashes involving a #motorcyclists & 7 crashes involving #cyclists. Look out and #Sharetheroad @FriscoPD

2. 34 hike/bike trail projects funded by @NCTCOGtrans <https://www.virtualbx.com/construction-preview/24830-metroplex-communities-receive-47m-for-trails-trinity-strand-phase-2-gets-7m.html> ... @DallasCountyTx @UrbanFortWorth @FWBikeSharing @CyclingSavvyDFW – VBX (@VirtualBX)



3. #ExploreYourCity! – Loren S. (@txbornviking)

NCTCOG Transportation @NCTCOGtrans
Ride off into the sunset on some of the best bike trails in DFW!
Here's a list of the top 10: bit.ly/2so0Ngd
(via @dallasobserver_)



Other Comments

1. #FF for SW #LocalGov: @umantsm @CO_Municipal @NCTCOGtrans @OklaMuniLeague @TexasTAMIO @NFBPA_NTC @txplanning @NFBPAHouston & @TCMAorg – Southwest ELGL (@SWELGL)

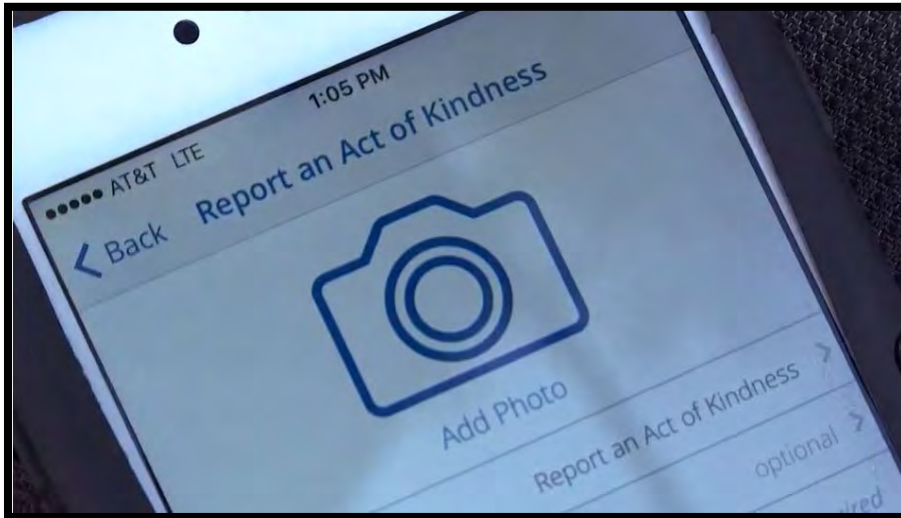
2. Michael Morris has been employee of @NCTCOGtrans for 38 years, director for 27. At what point is it time for a change? – Wylie H Dallas (@Wylie_H_Dallas)

@Wylie_H_Dallas @NCTCOGtrans @wickallison Point occurred 27 years ago – scott bennet (@mscott1948)

Do North Texans have any ability to influence leadership of powerful @NCTCOGtrans? It seems like a remote, self-perpetuating bureaucracy. – Wylie H Dallas (@Wylie_H_Dallas)

@Wylie_H_Dallas @NCTCOGtrans Def time to change that diaper. But local pols drink the kool-aid too. Fail to ask questions. Perpetuate the bad analyses. – Larry (@LarryBrautigam)

3. Arlington has an app that allows residents to report acts of kindness. Now this is the KIND of thing we like to see! <http://bit.ly/2tfokjY> – NCTCOG Transportation Department (@NCTCOGtrans)



@NCTCOGtrans @CityOfArlington @wfaachannel8 It is? – James Boyd (@jboydaustin)

4. Unified Planning Work Program @NCTCOGtrans Short term #UAS to model / measure air quality. Master plan for #UAS once rules change less cars – Marko Sakal (@markosakal)

5. Please read, @NCTCOGtrans ! – Wylie H Dallas (@Wylie_H_Dallas)



6. New mixmaster results in 38 vehicle lanes running roughly parallel between downtown & Trinity River. @NCTCOGtrans wants to add 6 more? 🙄 – Wylie H Dallas (@Wylie_H_Dallas)

7. It's so sad that the transportation infrastructure planned by @NCTCOGtrans fails so miserably at serving North Texas residents. – Wylie H Dallas (@Wylie_H_Dallas)



8. Sustainable infrastructure. – Dallas May (@1DaIM)

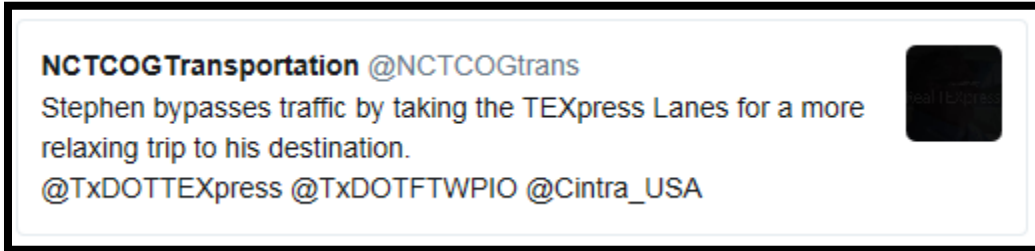


9. "I don't think we can afford a transportation system that converts rural land into suburban developments" - Michael Morris @NCTCOGtrans – Wylie H Dallas (@Wylie_H_Dallas)

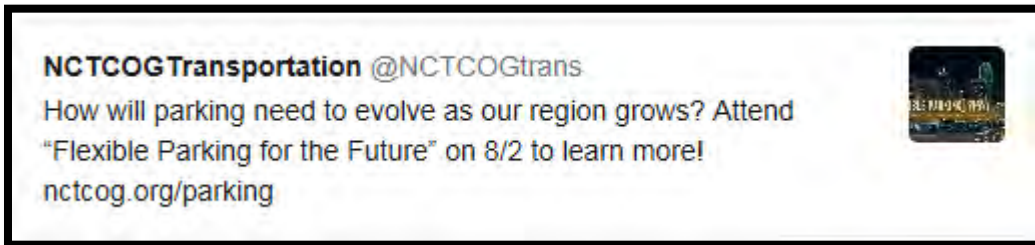
@Wylie_H_Dallas @NCTCOGtrans @TonyHammontree Did anyone tell him that has been his entire career? – Dallas May (@1DaIM)

10. Parker County recognized for leading in transportation. #wedoitright @FreeseNichols @NCTCOGtrans <https://www.parkercountytexas.com/CivicAlerts.aspx?AID=255> ... – Judge Mark Riley (@judgeriley)

11. "Small amount of money" depends on your finances. – Annie (@annigraham)



12. "Flexible Parking for the Future" event w/ many learning opportunities! – IU Studies (@lofUrbanStudies)



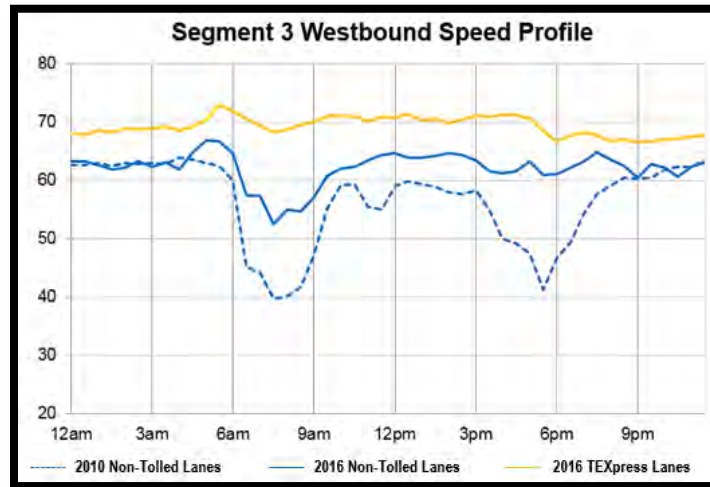
13. Kay says using TEXpress Lanes helps her arrive at her destination happy and relaxed. Want to see what they're all about? Learn more about TEXpress Lanes at www.texpresslanes.com – NCTCOG Transportation Department



Texpress lanes are money makers only. They do nothing for congestion except increase it and make the non toll lanes confusing. Had only toll free lanes been created we would have more total lanes and less congestion. – Judy Deller

Hi Judy! TEXpress Lanes have helped to reduce congestion! The average speed increased by 10-15% in the LBJ corridor and congestion time on non-tolled lanes

reduced by 60%. – NCTCOG Transportation Department



14. I have seen only increased congestion westbound on 183 between Euless and I35 and lowered speeds. – Judy Deller

15. The City of Arlington has an app that allows residents to report random acts of kindness. Now this is the KIND of thing we like to see! <http://bit.ly/2tfokjY> – NCTCOG Transportation Department



Glorified kindness? – Ricky Clark

16. Vital Link students at North Central Texas Council of Governments built a map to accommodate the future growth of North Central Texas and filmed an interview with NCTCOG Transportation Department! #makingconnections #vitallink2017 #communitylearning – Fort Worth ISD



17. Fort Worth ISD Vital Link Interns – NCTCOG Transportation Department



Awesome! Thanks Vital Link and NCTCOG for making a difference in our community. – Kelli Gilbert-Brosig

18. The past two months have been huge for electric cars in Texas! 310 cars have been registered since May, plus the newly tracked Bolt (5 cars) Spark (32 cars) and Fiat 500e (226 cars!). This brings the Texas total to 10,450 cars. There are now 3130 Model S & 991 Model X

in Texas (an addition of 187 in two months). In North Texas, we have 1345 Model S & 388 Model X (an addition of 71 in two months). Thanks to our friends NCTCOG Transportation Department for the data and don't forget to see many electric cars at National Drive Electric Week on Saturday, September 9. Register now to view OR show at the largest NDEW event outside California. <https://driveelectricweek.org/event.php?eventid=984> – Tesla Owners Club of North Texas



19. September 9, 2017 is the date to remember for the National Drive Electric Week event! Mark your calendars today and join the fun at Grapevine Mills. For more details, visit the event page > <http://bit.ly/NDEW2017> – NCTCOG Transportation Department



Currently the second largest event globally! Register early!
<https://driveelectricweek.org/stats.php> – Rick Bollar

20. Our transportation staff momentarily stepped away from the desks and in front of the camera for #NationalSelfieDay! – NCTCOG Transportation Department



Great Pic. Y'all look like a fun bunch. 👍 – Jerald Henderson

We most certainly are, Mr. Henderson 😊 – NCTCOG Transportation Department



U.S. Department of Justice

Environment and Natural Resources Division

DJ #90-5-2-1-11607

Environmental Enforcement Section
P.O. Box 7611
Ben Franklin Station
Washington, DC 20044-7611

Telephone (202) 514-2244

July 24, 2017

The Honorable Rob Franke, P.E., Chair
Regional Transportation Council
Mayor, City of Cedar Hill
P.O. Box 5888
Arlington, TX 76005-5888

Re: June 16, 2017 Request from the Regional Transportation Council to Receive a Portion of any Financial Settlement of the Clean Air Act Violations alleged in U.S. v. FCA US *et al.*

Dear Mayor Franke:

Thank you for contacting the Environment and Natural Resources Division of the United States Department of Justice. I have been asked to respond to your letter to the Acting Assistant Attorney General regarding the Clean Air Act Violations alleged in U.S. v. FCA US *et al.* (Civil Action No. 3:17-cv-03446-EMC) which is currently part of the "Chrysler-Dodge-Jeep Ecodiesel" Multidistrict Litigation identified as Civil Action No. 3:17-cv-0277-EMC.

While we cannot comment on ongoing litigation matters such as this, we appreciate your interest and input. We will retain your letter and consider it further when we reach the resolution stage. If you wish to follow the progress of this case, we encourage you to periodically check the public website that the Court created for this case. You can find it at the following address:
<http://cand.uscourts.gov/emc/chryslermdl>.

Sincerely,

William D. Brighton
Assistant Chief
Environmental Enforcement Section

cc via email: Michael Morris, P.E., Director of Transportation for NCTCOG (mmorris@nctcog.org)
Kathryn Caballero, Air Enforcement Division, OECA, EPA

RECEIVED

JUL 31 2017

TRANSPORTATION



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

July 24, 2017

U.S. Department of Transportation
Elaine L. Chao
Secretary of Transportation
Room W12-140
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

On behalf of the Regional Transportation Council and the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization for the Dallas-Fort Worth Area, we would like to submit comments on the US Department of Transportation's (USDOT) notice published in the June 8, 2017, Federal Register, Transportation Infrastructure: Notice of Review of Policy, Guidance and Regulation, **Docket Number OST-2017-0057**.

As USDOT reviews existing policies and regulations that should be removed or revised, please consider the attached comments to help identify unnecessary delays to transportation infrastructure projects.

We appreciate the opportunity to provide these comments and look forward to working with USDOT as existing policies are revised. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rob Franke', written in a cursive style.

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

RH:ch
Attachment

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

I. CLARIFY AIR TRANSPORTATION CONFORMITY REQUIREMENTS; THE REQUIREMENTS CAN CAUSE LENGTHY DELAYS TO EFFORTS TO ADD NEW PROJECTS TO METROPOLITAN PLANS, REGARDLESS OF NEGLIGIBLE EFFECTS THE PROJECTS MAY HAVE ON AIR QUALITY CONDITIONS

SPECIFIC REFERENCE

The Clean Air Act (CAA) (42 USC 7506(c)(1)) states that no department, agency, or instrumentality of the federal government shall engage in, support in any way or provide financial assistance for, license or permit, or approve, any activity which does not conform to an implementation plan after it has been approved or promulgated under section 7410 of this title. No Metropolitan Planning Organization (MPO) designated under section 134 of title 23, shall give its approval to any project, program, or plan which does not conform to an implementation plan approved or promulgated under section 7410 of this title. The assurance of conformity to such an implementation plan shall be an affirmative responsibility of the head of such department, agency, or instrumentality.

Conformity to an implementation plan means:

(A) Conformity to an implementation plan's purpose of eliminating or reducing the severity and number of violations of the National Ambient Air Quality Standards (NAAQS) and achieving expeditious attainment of such standards; and

(B) That such activities will not:

- (i) Cause or contribute to any new violation of any standard in any area;
- (ii) Increase the frequency or severity of any existing violation of any standard in any area; or
- (iii) Delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

DESCRIPTION OF BURDEN

The transportation planning and project development processes can often progress faster than allowed under certain interpretations of the current transportation planning and air quality conformity regulations. Regulations require that the project be consistent between the long range Metropolitan Transportation Plan (MTP), short range Transportation Improvement Program (TIP), their associated air quality conformity analysis, and the environmental analysis documentation required under the National Environmental Protection Act (NEPA). Each of these documents is important for its intended purpose at the appropriate time, and each carries with it a separate development and maintenance schedule, including public involvement procedures.

The coordination of each of these processes for one project can be challenging, and even more so when there are multiple projects under development and each is at a different point in the process and at a different level of detail. As the proposed project moves through the planning, development, design, and funding process, small changes may result in the physical and operational characteristics. Some are significant and should require a modification to each of

the documents to ensure proper consistency and communication. However, some can be considered minor and would not materially affect the project's intent, function, and environmental or air quality impacts. Projects are often delayed in efforts to maintain consistency in all documents.

DESCRIPTION OF LESS BURDENSOME ALTERNATIVES

An alternative solution would be to apply conformity requirements only post-NEPA and prior to project construction. Currently, conformity must be demonstrated at all five phases of project development (NEPA/environmental decision; design; plans, specifications and estimates (PS&E); right-of-way acquisition and utility adjustments; and construction). Aligning the project-level conformity requirement under the Environmental Protection Agency (EPA) rules implementing the CAA conformity requirement (40 C.F.R. §93.104(d)) to the construction decision will allow time for the long-range transportation plan to be amended in those instances where the project changes during the NEPA process. This will prevent the NEPA process from delaying necessary infrastructure while plans are updated. Allowing DOTs and MPOs to demonstrate conformity once, post-NEPA and pre-construction, allows for plans to be updated with late development project changes without resulting in project delays NEPA would be conditioned on obtaining the subsequent transportation conformity determination (similar to water and USACE permits).

Providing an option for conformity to only apply to the post-NEPA stage prior to construction would allow for changes made in the NEPA process (including those made because of public involvement) to be incorporated into an updated MTP prior to construction without causing project delays (similar to permits issued post-NEPA).

A solution would be to amend 42 USC 7506(c)(3)(B) to clarify that project “approval” is tied to construction:

(B) The transportation projects:

(i) Come from a conforming transportation plan and program as defined in subparagraph (A) or for 12 months after November 15, 1990, from a transportation program found to conform within three years prior to November 15, 1990; and

(ii) In carbon monoxide nonattainment areas, eliminate or reduce the severity and number of violations of the carbon monoxide standards in the area substantially affected by the project.

(iii) Project approval is tied to approval for construction. Project approvals prior to construction may be made contingent upon project level conformity being determined for construction.

EXAMPLES OF AFFECTED PROJECTS

Examples of recent projects delayed because of consistency issues include:

- IH 35E from IH 30 to US 67; \$705,500,000
- US 67 from IH 35E to IH 20; cost included in above amount
- SH 190 from IH 30 to IH 20; \$1,072,800,000
- IH 635 from US 75 to IH 30; \$1,600,000,000
- IH 635 HOV conversion – US 75 to IH 30; \$6,800,000
- IH 30 main lanes from Bass Pro to Hunt County Line; \$1,600,000,000
- US 80 from IH 30 to FM 460; \$999,364,000

II. REVIEW FEDERAL AND STATE REGULATIONS FOR CLARITY TO ACHIEVE PROJECT CONSISTENCY

Certain project elements are reviewed for project consistency based on federal and state regulations (23 CFR 450, 43 TAC 16 subpart B, 40 CFR 93 subpart A). NCTCOG recommends that these elements be reviewed for clarity, in particular the design concept and scope elements.

SPECIFIC REFERENCE

Federal: 23 CFR 450.104 Definitions

Conformity means a Clean Air Act (42 U.S.C. 7506(c)) requirement that ensures that federal funding and approval are given to transportation plans, programs, and projects that are consistent with the air quality goals established by a State Implementation Plan (SIP).

Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS or any required interim emission reductions or other milestones in any nonattainment or maintenance area. The transportation conformity regulations (40 CFR part 93, subpart A) sets forth policy, criteria, and procedures for demonstrating and assuring conformity of transportation activities.

Design concept means the type of facility identified for a transportation improvement project (e.g., freeway, expressway, arterial highway, grade-separated highway, roll road, reserved right-of-way rail transit, mixed-traffic rail transit, or busway).

Design scope means the aspects that will affect the proposed facility's impact on the region, usually as they relate to vehicle or person carrying capacity and control (e.g., number of lanes or tracks to be constructed or added, length of project, signalization, safety features, access control including approximate number and location of interchanges, or preferential treatment for high-occupancy vehicles).

Regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 CFR part 93, subpart A)) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Texas Administrative Code: 43 TAC 16, subpart B (16.53)

a) *Requirements.* Pursuant to 23 C.F.R. Part 450, each MPO shall develop an MTP to address at least a 20-year planning horizon and include both long-range and short-range strategies or actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and freight. The MTP is cooperatively developed by the MPO, the department, and public transportation operators as defined by 23 C.F.R. Part 450. The MTP must be based on the funding assumptions and forecasts set forth in §16.151 and §16.152 of this chapter (relating to Long-Term Planning Assumptions and Cash Flow Forecast, respectively) and the frequency and cycle for development, updates, and revisions of the MTP must coincide and be compatible with the statewide long-range transportation plan approval and

update process described in §16.54 of this subchapter (relating to Statewide Long-Range Transportation Plan (SLRTP)).

(b) *Development.* Development of an MTP and all updates and revisions shall be conducted in accordance with federal regulations. Each project in the MTP shall be assigned a unique project number.

(c) *Approval.* Each MTP must be approved by the applicable MPO. Prior to any approval, there must be adequate opportunity for public involvement in the development of the plan, in accordance with federal regulations.

(d) *Submission of new and revised plans.* Copies of any new or revised MTPs must be submitted to the governor, or to the department if the governor delegates this authority to the commission, for information purposes. Copies must also be provided to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and other applicable federal agencies.

(e) *MTP public participation.* Each MPO will develop a public participation process covering the development of an MTP in accordance with federal regulations. The MPOs shall also use the same process in amending the MTP.

Conformity Regulation: 40 CFR 93, subpart A

(b) A project is considered to be from a conforming transportation plan if one of the following conditions applies:

(1) For projects that are required to be identified in the transportation plan in order to satisfy §93.106 ("Content of transportation plans"), the project is specifically included in the conforming transportation plan and the project's design concept and scope have not changed significantly from those which were described in the transportation plan, or in a manner which would significantly impact use of the facility; or

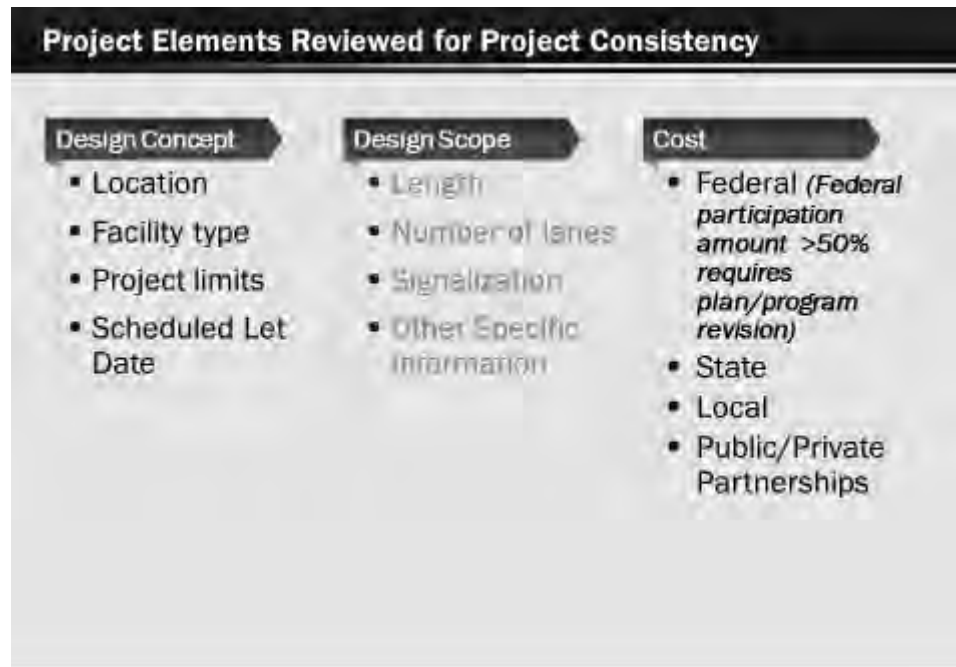
(2) For projects that are not required to be specifically identified in the transportation plan, the project is identified in the conforming transportation plan, or is consistent with the policies and purpose of the transportation plan and will not interfere with other projects specifically included in the transportation plan.

(c) A project is considered to be from a conforming program if the following conditions are met:

(1) The project is included in the conforming TIP and the design concept and scope of the project were adequate at the time of the TIP conformity determination to determine its contribution to the TIP's regional emissions, and the project design concept and scope have not changed significantly from those which were described in the TIP; and

(2) If the TIP describes a project design concept and scope that includes project-level emissions mitigation or control measures, written commitments to implement such measures must be obtained from the project sponsor and/or operator as required by § 93.125(a) in order for the project to be considered from a conforming program. Any change in these mitigation or control measures that would significantly reduce their effectiveness constitutes a change in the design concept and scope of the project.

DESCRIPTION OF BURDEN



The graphic above titled, "Project Elements Reviewed for Project Consistency" describes the elements that are reviewed for project consistency based on federal and state regulations (23 CFR 450, 43 TAC 16 subpart B, 40 CFR 93 subpart A). NCTCOG recommends that these elements be reviewed for clarity, in particular the design concept and scope elements. This would help in determining the term consistency and the interpretation when seeking to receive NEPA clearance for large scale projects.

Over the years in efforts to implement large scale capacity adding projects, NCTCOG and its transportation partners have encountered delays due to minor changes in project scope such as reversing/removing of ramps in small segments, minor changes in auxiliary lanes and minor frontage road revisions.

During the design process a decision may be made to reverse ramps. Ramp reversals might also include the addition of auxiliary between the ramps or add turn lanes on the frontage at interchanges. This slight change in frontage lanes have often caused NCTCOG to experience TIP and MTP inconsistencies due to the additional frontage lanes resulting in project delays. These minor changes have no significant impact on the regional traveling public or affect the region's emissions. The regulation states that a project is not consistent when there are **significant** changes in scope and concept.

NCTCOG concludes that if these minor design scope issues could be resolved, many large scale projects could possibly avoid delay in implementation thereby reducing construction costs. These large-scale project delays costs the taxpayers approximately \$1 million per month. These delays also begin to be problematic in other documents such as the TIP and other planning documents, which in turn calls for time consuming modifications in those documents.

DESCRIPTION OF LESS BURDENSOME ALTERNATIVES

NCTCOG recommends clarification of **significant changes**. Large scale projects that have no significant changes in the overall design and scope (number of GP and ML, location of major interchanges) should proceed with NEPA approval. Minor discrepancies (exact number and location of ramps, auxiliary lanes) should not affect NEPA clearance but would need to be reflected in the next MTP.

Frontage roads that act as local access to land use do not meet the definition of regionally significant. NCTCOG currently models frontages and other non-regionally significant arterials (Non-RSA). These roads are included in the model to allow access to regionally significant roadways and to evenly distribute projected volumes.

NCTCOG recommends clarification of **23 CFR 450.104 Definitions for Regionally Significant**. Stand-alone frontage roads that provide regional mobility prior the construction of general purpose lanes do meet the definition of regionally significant and consistency between documents should be a requirement. However, the reporting of lanes of Non-RSAs, specifically frontages that provide local access, should be exempt. Any minor discrepancies (exact number and location of ramps, auxiliary lanes and frontage lanes) have no impact on conformity should not affect NEPA clearance but would be reflected in the next MTP.

EXAMPLES OF AFFECTED PROJECTS

Examples of recent projects delayed because of consistency issues include:

- IH 35E from IH 30 to US 67; \$705,500,000
- US 67 from IH 35E to IH 20; cost included in above
- SH 190 from IH 30 to IH 20; \$1,072,800,000
- IH 635 from US 75 to IH 30; \$1,600,000,000
- IH 635 HOV conversion – US 75 to IH 30; \$6,800,000
- IH 30 main lanes from Bass Pro to Hunt County Line; \$1,600,000,000
- US 80 from IH 30 to FM 460; \$999,364,000

III. CONFORMITY PARTNER REVIEW TIME; ESTABLISH A TIMEFRAME TO LIMIT THE AMOUNT OF DAYS FHWA HAS TO REVIEW

SPECIFIC REFERENCE

Code of Federal Regulations (CFR), Title 40: Protection of the Environment §93.105 Consultation

DESCRIPTION OF BURDEN

CFR Title 40: Protection of the Environment §93.105 Consultation, the formal process for partner consultation regarding partner review requirements are discussed; however, a timeframe for FHWA review of the conformity document is not included.

DESCRIPTION OF LESS BURDENSOME ALTERNATIVES

NCTCOG recommends adding language to this section of the CFR to ensure timely review of the Metropolitan Transportation Plan and the associated Conformity by all consultation partners. A delay in receiving a Conformity Determination does not allow any modified or new projects in the TIP to move forward, potentially halting millions of dollars in significant projects in the region.

Additionally, NCTCOG receives duplicate comments from partner agencies, often times conflicting with each other, resulting in additional review time to clarify which comment should be addressed by NCTCOG staff. Adding language requiring consultation partner to review any previously submitted comments by other agencies before submitting new comments will remove any duplication of comments and significantly reduce review time. This new language should also include specific instructions detailing the portions of the conformity document each consultation partner is responsible for reviewing based on their area of expertise and knowledge. Requiring consultation partners to review specific portions of the conformity documentation will also decrease review time for partner agencies, while simultaneously eliminating duplication.

Finally, to address unclear feedback/communications, NCTCOG requests adding language requiring each consultation partner to internally review the conformity document and submit one set of final comments to NCTCOG for review/implementation. Currently, NCTCOG receives multiple rounds of comments from FHWA, including “observations, unofficial comments, and official comments.” Modifying the conformity document with each set of comments received takes time and resources, which could be substantially reduced if only one set of final comments was received from each partner agency.

EXAMPLES OF AFFECTED PROJECTS

Examples of recent projects delayed include early analysis years in the Transportation Conformity Analysis for the \$118 billion Long Range Transportation Plan due to the excessive six month consultation review process, as compared to statewide guidance which recommends a three month consultation review process.

IV. STREAMLINE CMAQ ANNUAL REPORTING PROCESS AND METHODOLOGIES; ADDRESS CONSISTENCY IN EMISSIONS CALCULATIONS

SPECIFIC REFERENCE

CMAQ Tracking System and CMAQ Tracking System User's Guide (https://www.fhwa.dot.gov/environment/air_quality/cmaq/reporting/tracking_system/usersguide00.cfm)

DESCRIPTION OF BURDEN

FHWA requires MPO's to submit annual reports of their CMAQ obligations through the CMAQ Tracking System. FHWA provides a CMAQ Tracking System User's Guide (https://www.fhwa.dot.gov/environment/air_quality/cmaq/reporting/tracking_system/usersguide00.cfm); which includes how to use the system, but provides little, if any guidance on the specifics of the information required to be entered into the system. Currently, there is a lack of consistency in how MPO's calculate emissions benefits entered into the tracking system.

DESCRIPTION OF LESS BURDENSOME ALTERNATIVES

NCTCOG suggests streamlining the annual reporting process and developing reporting methodologies to be applied to all MPO's nationwide in the CMAQ Tracking System User's Guide. The CMAQ Tracking System requires MPO's to enter CMAQ funding and total project funding; however, the User's Guide does not specify how total project funding should be calculated.

When reviewing NCTCOG's submittal for 2016, projects were rejected due to discrepancies in total project funding. NCTCOG has access to the total project funding approved by the Regional Transportation Council, but FHWA has access to other databases showing total project funding, which includes dollars not approved by the MPO. Since the purpose of CMAQ reporting is to report the emissions benefits associated with the allocated CMAQ funding, NCTCOG suggests removing the requirement for total project funding, or specifying what database, and ensuring access to this database, should be used to report total project funding.

EXAMPLES OF AFFECTED PROJECTS

Examples of recent projects delayed are associative to excessive staff resources dedicated to make information correct with the database where these resources could have been otherwise allocated to moving projects along. Concerns expand to the use of the database and its accuracy in maturing Performance Measure requirements.

V. REVIEW OF TIP/STIP PROJECTS FOR ELIGIBILITY, INCLUDING RESPONSES TO APPROVAL EXCEPTIONS

SPECIFIC REFERENCE

Title 23, Chapter I, Subchapter E, Part 450, Subpart C, §450.326 - 330
23 U.S.C. 133. Surface Transportation Block Grant
23 U.S.C. 149. Congestion Mitigation and Air Quality Improvement Program

A. DESCRIPTION OF BURDEN

The Federal Highway Administration review of the Transportation Improvement Program (and associated Statewide Transportation Improvement Program) project listings is overly burdensome. Project types or even specific projects that have been previously funded are identified as ineligible without an indication of why they are now determined to be ineligible. Once a project is determined to be an “exception” to approval, it is very difficult and time consuming to get exceptions lifted. For example, projects that were determined to be “exceptions” from the TIP approval in late 2016 are still pending review as of mid-2017. Such delayed review times delay project implementation.

EXAMPLES OF AFFECTED PROJECTS

Examples of projects that are clearly eligible for Surface Transportation Block Grant and/or Congestion Mitigation Air Quality Improvement Program funding, but have recently been denied include intelligent transportation system, asset management, information system development type project. The current process requires that the State or MPOs submit responses to FHWA to try to clear exceptions. It can take months or even years for this review to be complete.

DESCRIPTION OF LESS BURDENSOME ALTERNATIVES

A possible solution would be to ask FHWA to provide clear and understandable reasons why projects are determined to be ineligible before they are determined to be ineligible.

B. DESCRIPTION OF BURDEN

Similarly, 2013 FHWA CMAQ guidance identified that preconstruction activities are eligible for CMAQ. FHWA has indicated that preliminary engineering on its own is not CMAQ eligible unless the construction phase is currently funded. This situation, while seemingly reasonable, creates funding and implementation issues.

EXAMPLES OF AFFECTED PROJECTS

For instance, when planning to engineer and build a bicycle/pedestrian project, staff will often start with just funding the preliminary engineering, so that right-of-way, utility, and construction costs can be determined and funding assigned to various funding partners. If staff has to identify that CMAQ funds will also cover the construction cost up front, there is no incentive for other agencies (including the affected city, county, transit authority, etc.) to provide construction funding above the minimum required match. If the preliminary engineering is funded with CMAQ up front with the ability to identify construction funding later, it is easier to negotiate funding for

the construction phase from non-federal partners.

DESCRIPTION OF LESS BURDENSOME ALTERNATIVES

A possible solution to this issue would be to clarify the FHWA CMAQ guidance last released in 2013 to define what is or is not intended in “VII, A. 4.” of the guidance.

C. DESCRIPTION OF BURDEN

Another related issue is that new “rules” will begin to be applied to the review of TIP projects that were not applied or applicable in the past.

EXAMPLES OF AFFECTED PROJECTS

For instance, FHWA recently determined that TIP descriptions cannot be approved if the location is defined as “various locations.” While staff generally agrees that a roadway project or specific bicycle pedestrian route needs to identify a specific highway/roadway, starting point, and ending point, if a region is implementing “regionwide” or “districtwide” projects, why is “various locations” no longer acceptable? Especially, when “various location” wording has been used and approved by FHWA for at least 15 years previous to the new ruling. An example of a regional project with “various locations” is a Regional Traffic Signal Retiming project. A single city can have over 1,500 signals, and if you are implementing a project across many cities that each have large numbers of signals, it becomes very cumbersome to list each location in the TIP. The same type of situation applies to projects that deploy traffic cameras, dynamic message signs, wayfinding signage, etc.

DESCRIPTION OF LESS BURDENSOME ALTERNATIVES

FHWA should have to support new determinations like the one listed above with specific citations from legislation or regulations.

D. DESCRIPTION OF BURDEN

Finally, comments received on TIP “exceptions” for projects or programs are not always clear. As a result, State or MPO responses do not address the issue intended by FHWA. If it can take months to resolve a TIP “exception,” the original issue is unclear, and responses do not address the intended comment, projects are further delayed.

EXAMPLES OF AFFECTED PROJECTS

FHWA will often indicate that sufficient information is not provided to determine eligibility. When the MPO responds back with additional scope details, information about why staff thinks the project is eligible, etc., staff learns that FHWA’s issue is related to the location, not specific eligibility questions.

If a project is to be denied approval, it would be helpful for FHWA to provide comments that explicitly identify the issue blocking approval or that is being raised. Specificity would help States and MPOs respond better.

VI. ANNUAL LISTING OF OBLIGATED PROJECTS

SPECIFIC REFERENCE

Title 23, Chapter I, Subchapter E, Part 450, Subpart C, §450.334 Annual listing of obligated projects
23 U.S.C. 134. (j)(7)(B)(i) Annual List of Obligated Projects

DESCRIPTION OF BURDEN

Via the legislation and regulation listed above, MPOs are essentially required to provide a list of obligations made by FHWA on projects in our region. While MPOs develop and maintain TIP documents, we are not directly responsible for the “obligation” of funds on projects. If FHWA obligates the projects and tracks those obligations within FMIS, why does the MPO need to reproduce a list of obligations annually and submit it to the State, who then submits it back to FHWA?

Locally, the process starts in October each year and is completed by mid-December, and requires significant staff time. In addition, during the review process, federal reviewers ask questions like “why are obligated funds higher than STIP approved amounts?” While NCTCOG agrees that this question is a valid one, since MPOs do not obligate the funds, the issue is not within our control, so it is unreasonable to ask MPO staff to justify the actions of others.

DESCRIPTION OF LESS BURDENSOME ALTERNATIVES

Is the Annual List of Obligated projects adding value to the planning process? NCTCOG staff is challenged to identify the value and suggests that it may not a good use of MPO and State resources. If a list of obligated projects is desired, why can it not be produced as a ready-made report from FMIS?

ADDITIONAL RECOMMENDATIONS

In addition to the above comments, the Texas Department of Transportation (TxDOT) previously provided recommendations on potential legislative and regulatory changes to improve Transportation Conformity. NCTCOG agrees with the following TxDOT recommendations:

SHIFT NAAQS REVIEW FROM 5-YEAR CYCLES TO 10-YEAR CYCLES

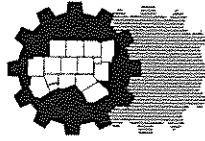
The Clean Air Act requires the EPA to set National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants considered harmful to public health and the environment and review those standards every five years to determine if the current level is sufficient to protect public health. Even though the EPA is statutorily mandated to review the NAAQS on 5-year cycles, the EPA routinely fails to meet these deadlines and in actuality ends up performing reviews in 10-year cycles. **Amend 42 USC 7409(d) to create a 10-year cycle of review for all criteria air pollutants; see also HR 806/S 263 (115th Congress).**

REQUIRE TRANSPORTATION CONFORMITY FOR ONLY THE MOST RECENTLY ISSUED NAAQS

Currently, there are three standards for particulate matter—1997, 2006, and 2012-- and three standards for ozone—1997, 2008, and 2015 (2015 implementing regulations are currently being developed). Each successive standard imposes stricter air quality standards. MPOs that are in nonattainment must document how they plan to achieve cleaner air for *all* applicable existing standards. **Require that when a new standard is established, MPOs only need to conform to the most recent standard. This would require an amendment to 42 USC 7506. Require initial conformity application after the establishment of the motor vehicle emissions budget.**

REQUIRE INITIAL CONFORMITY APPLICATION AFTER THE ESTABLISHMENT OF THE MOTOR VEHICLE EMISSIONS BUDGET

After a new NAAQS is established, nonattainment areas are designated. One year after this designation, transportation conformity applies. State Implementation Plans; however, are not due for three years after nonattainment areas are designated. The SIPs establish the pollutant budgets and determine the percentages attributable to various contributors (including transportation). Due to the timing requirement related to transportation conformity, conformity must occur two years before the SIP is developed and budgets and contributors are established. To conduct transportation conformity, MPOs must conduct complicated analysis and build vs. no build scenario evaluations to predict future emissions. MPOs must also speculate on whether EPA will designate their area attainment or nonattainment. As such, a great deal of time and money could be spent on analysis conducted on areas ultimately not designated as nonattainment areas. If transportation conformity were not required until after a SIP is developed, MPOs could use the actual SIP budgets rather than expending project funds by conducting complicated and sometimes unnecessary analyses. **Require that initial transportation conformity does not apply until six months after EPA approves the SIP motor vehicle emissions budgets. This would require an amendment to 42 USC 7506.**



North Central Texas Council Of Governments

July 24, 2017

Ms. Megan Mahan
Assistant City Attorney – Prosecutor
City of Grand Prairie
317 College Street
Grand Prairie, TX 75050

Dear Ms. Mahan:

It was a pleasure meeting with you and city of Grand Prairie staff on July 12, 2017 to discuss high-speed rail initiatives in the Dallas-Fort Worth region. As we mentioned, the planning process remains in a relatively embryonic state currently. Decisions regarding alignment will be determined in a subsequent project effort and following greater public and stakeholder involvement efforts.

As my meeting notes indicate, I am to provide information to the city of Grand Prairie as follows:

- Public presentations to the city of Arlington, Surface Transportation Technical Committee (STTC) and Regional Transportation Council (RTC) (included in accompanying electronic media)
- Alignment alternative maps created by North Central Texas Council of Governments (NCTCOG) staff (included in accompanying electronic media)
- General high-speed rail information can be found at the following websites
 - <http://www.texascentral.com/>
 - <http://www.ushsr.com/>
 - <http://www.hsr.ca.gov/>
- NCTCOG staff is currently waiting to receive additional information regarding a Local Government Corporation. City of Grand Prairie staff will be apprised of developments in this process.
- A meeting will be scheduled to further discuss Dallas-Fort Worth high-speed rail initiatives

Several information-gathering opportunities attended by city of Grand Prairie staff and elected officials have occurred in 2017.

- January 12 – RTC meeting
- February 24 – STTC meeting
- March 10 – Meeting with cCity of Grand Prairie, NCTCOG, and consultant representatives to discuss a potential station location in Grand Prairie
- April 29 – STTC meeting
- June 8 – RTC Intermodal/Multimodal/High-Speed Rail/Freight Subcommittee
- June 8 – RTC meeting
- June 23 – STTC meeting

Ms. Megan Mahan
Page Two

July 24, 2017

I look forward to additional coordination designed to provide valuable high-speed rail project participation for the city of Grand Prairie. Please contact me at kfeldt@nctcog.org or (817) 704-2529 if there are any questions or concerns.

Sincerely,



Kevin Feldt, AICP
Program Manager

KF:tw
Attachment

cc: Michael Morris, Director of Transportation, NCTCOG ✓
Dan Lamers, Senior Program Manager, NCTCOG
Ken Kirkpatrick, Counsel for Transportation, NCTCOG
Sandy Wesch, Project Engineer, NCTCOG



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

July 13, 2017

The Honorable Greg Abbott
Governor
State of Texas
P.O. Box 12428
Austin, TX 78711

Dear Governor Abbott:

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

As you enter into the First Called Special Session of the 85th Texas Legislature, the RTC requests that you consider adding a topic to the agenda for the Legislature to address. As you are aware, the new Administration at the federal level is focused on transportation and plans to submit a proposal to the US Congress later this year. This proposal will likely include the use of tools such as debt financing and public-private partnerships. These are all tools that the State of Texas has historically taken advantage of in order to expedite construction of needed megaprojects as well as leverage scarce public investments with those of the private sector to build more projects that are critical to our growing state. In fact, even before a full infrastructure package has been released, the Administration has changed the focus of a congressionally authorized program. Once called FASTLANE, the new program, Infrastructure for Rebuilding America (INFRA), will focus on projects that only require federal funding to fill out a fully leveraged funding structure with non-federal sources of funds, such as private-sector contributions. Texas is in danger of not qualifying for this funding source; and therefore, sending tax dollars collected from our residents to projects in other states willing to use innovative tools and leveraging.

Although Texas has shifted back to pay-as-you-go as the primary funding mechanism for transportation projects, the DFW area cannot afford to miss any potential funding opportunities that would improve the region's transportation system, such as the new INFRA grants or a subsequent full package proposed by the federal Administration. We urge you to ask the Legislature to address this issue by allowing, as a contingency to take advantage of federal initiatives that arise during the Interim, the tools necessary to make sure North Texas does not get overlooked on any federal transportation initiatives.

The Honorable Governor Greg Abbott
Page Two

July 13, 2017

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

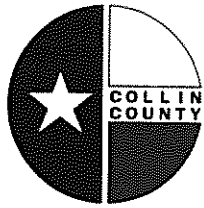
Sincerely,

A handwritten signature in black ink, appearing to read "Rob Franke", is centered below the word "Sincerely,".

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

AW:ch
Attachment

cc: The Honorable Robert Nichols, State Senator, Texas Senate
The Honorable Larry Phillips, State Representative, Texas House of Representatives
The Honorable Geanie Morrison, State Representative, Texas House of Representatives
North Central Texas Legislative Delegation
Michael Morris, P.E., Director of Transportation, NCTCOG



**COLLIN
COUNTY**

Commissioners Court
Jack Hatchell Administrative Building
2300 Bloomdale
Suite 4192
McKinney, Tx 75071

July 10, 2017

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

RE: People Mover in Plano/Frisco High Employment Area

Dear Michael:

The Cities of Plano and Frisco have been highly successful in attracting new commercial development that is resulting in an extraordinary number of new jobs in the vicinity of the Sam Rayburn Tollway and Legacy/DNT/Preston. We have all heard numbers of 20,000+ new employees beginning to report to work in this vicinity over the next few years. A recent study by the City of Plano has identified a few solutions but mostly it has served to emphasize that the traffic congestion that will result is overwhelming. The number of lanes that are available on the streets is a finite number which is far less than that required to provide good mobility. Even adding transit does not solve the problem because they have to travel on the same congested streets as all the single occupancy vehicles.

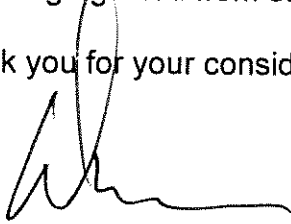
So other more innovative solutions are required. There has been much discussion at the MPO in recent months about people mover systems. I believe the concept of developing an elevated system to move vehicles is the only way to provide the needed mobility. There are several concepts being discussed - from traditional mini-buses to automated vehicles.

Since the MPO is going to study the use of people-mover systems in the North Texas area, I strongly encourage you to use this area in Plano and Frisco as a prime study area and candidate for prototypes. I do not believe you will find the density anywhere else in the Metroplex that will exist in the Legacy West development as well as the development just north of this in Frisco. Not only is this area in dire need of relief of the impending gridlock, but I do not believe there is any other development in North Texas that would be a better proving ground for people mover systems that would provide valuable information for such systems in other locations.

Mr. Michael Morris
July 10, 2017
Page 2

Please make this area your prime study area for people mover systems so we can all benefit from both the direct relief and secondary transferability of knowledge gained from studies and design.

Thank you for your consideration.



Duncan Webb
Collin County Commissioner, Pct. 4

cc: Mayor Harry LaRosiliere
Mayor Jeff Cheney
Jack Carr
Bill Bilyeu
Clarence Daugherty

11111

RECEIVED
JUL 13 2017

TRANSPORTATION



AMERICA'S LEADER IN
DESIGN-BUILD
MODULAR CONSTRUCTION

July 3, 2017

Michael Morris, Director of Transportation
North Central Texas Council of Governments
PO Box 5888,
Arlington, Texas, 76005

RE: Safety Issue along 287 South in Mansfield

Mr. Morris,

It is very important that I make sure you realize the safety problem that has grown along 1400 US Highway 287S, in Mansfield Texas. Our address is located along a 1.1 mile strip of southbound US 287 that does not have a service road. Ramtech has two drive approaches connecting directly to the highway main lanes. This area is between Heritage Parkway and Lone Star Road here in Mansfield. Ramtech has been at this address for over 30 years, but only in the last few years has this become a serious safety concern. This is due to the tremendous growth in the Mansfield-Midlothian corridor resulting in much greater traffic as well as an increase of the speed limit along this stretch of 287 to 70 MPH. This combination has created a very dangerous situation for our employees, the truck drivers that deliver materials and products to our manufacturing plant and the drivers that transport our over-size modular buildings. Probably the single biggest concern are Mansfield ISD school buses that pick-up and drop students twice each day from the (26) residents along Willow Bend Ct. immediately north of our factory. Actually Ramtech owns the driveway that serves as the entrance to Willow Bend Ct and we allow the buses to turn-around on our property rather than back out onto 287.

Ramtech is a modular manufacturing and construction company that has 85,000 square feet of office and manufacturing space, located on 20 acres of land, and employs 85 employees at this location. As it pertains to Ramtech, the biggest safety problem is the delivery of our modular buildings. These modules are typically 14 feet wide by 64 feet long and some are over-height requiring escorts. These are very heavy loads. When they leave our driveways, it normally takes them at least a half mile to get up to 50 mph and they enter the highway at a right angle going 5-10 mph (once again into 70 MPH traffic).

Clearly if the area along 287, between Lone Star and Heritage Parkway, had a service road, this would not be an issue. However, I am concerned that it will be at least 5+ years before a service road will be completed. To alleviate this safety concern, we need a service road as soon as possible.

The MEDC Daily Traffic Count along this section of 287 is currently estimated at 15,811 southbound, and 16,296 northbound. However, with the growth that is expected in the South Pointe Development, a new proposed residential and commercial development next door to us, coupled with the growth in Midlothian and Waxahachie, and the completion of the 360 toll-road, this area will soon be a nightmare for people traveling along 287 as well as those employees, suppliers, and trucking firms that call on businesses in this area. Looking at the City's planned

development for South Pointe, it shows (4) districts within the development each with a maximum number of potential residential units:

- Office Residential: 280
- Single Family Residential: 1,924
- Multi-Family Residential: 450
- Mixed Use: 1,750
- total: 4,404

Average 2-cars/household= 8,808 residential vehicles combined with commercial traffic will likely add an additional 10,000 cars to the traffic count along 287 in South Mansfield (likely prior to the extension of the service road in this area). Also, Ramtech is not the only company that has a concern. Below is a list of companies in the area and the traffic concerns they each have. Every one of these companies have expressed concern over the growing traffic and speed of the traffic.

- Ramtech @ 1400 U.S. 287 South
 - Ramtech plant employees: 50, arriving @ 6:30AM, departing @ 3:30-4:30PM
 - Ramtech office employees: 35, arriving @ 8:00AM, off-campus lunch @ 12:00-1:00, departing @ 5:00-6:00PM
 - Inbound material suppliers (18-wheelers) average 30/week.
 - Outbound product delivers (all permitted oversize loads) average 12/week. Average size including truck length: 14' wide x 80' long.
 - Carrier returns (all permitted oversize loads) average 12/week.
 - UPS & FedEx delivers and pick-ups: 4/day
 - Total ingress/egress onto 287 per week: approximately 1300
- Willow Bend Ct: 26 separate residence @ 4 occupants = 104 residents
- Commercial Complex @ 1310 US 287 South has (6) business suites
- R.J. Carol @ 1341 U.S. 287 South
 - Approximately 60 employee vehicles
 - (25) service trucks dispatched/return once daily

The City of Mansfield has recently put up a blinking sign that warns of trucks leaving our driveways, and they have recommended to TXDOT that the speed limit be reduced from 70 to 65 mph supported by a speed study commissioned by the City. However, we feel that this is not enough. We are asking the NCTCOG with TxDOT cooperation to please find the funds to put in a service road from Heritage Parkway to Lone Star, at least on the southbound side of 287 in front of Ramtech. This is not just a traffic problem, this is a serious safety problem.

We hope to hear from you soon,



Mike Slataper, CEO
Ramtech Group, Inc.

CC: Loyl C. Bussell, P.E., Fort Worth District Engineer
Randy Bowers, P.E., South Tarrant Area Engineer
Bart VanAmburgh, P.E., Mansfield Director of Public Works
David Boski, P.E., Asst. Director of Public Works, Transportation.

RECEIVED

JUL 10 2017

TRANSPORTATION



June 16, 2017

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

Dear Mr. Morris:

On Fort Worth's southwest side, Highway 377, Highway 183 and Camp Bowie Boulevard all converge in a configuration that is commonly known as the Weatherford Traffic Circle.

Because it is large enough to accommodate higher speeds, it is the source of an unbalanced number of traffic accidents. Many of the nearby residents have expressed that they are frightened to use it. The traffic circle uses a significant amount of land that is unavailable for development. The entire area is devoid of landscaping, streetscaping or anything that resembles beauty.

Given the advances in best practices for road construction and roundabout design which have occurred over the last 60 years, it would greatly benefit Fort Worth to study, design and build an alternate solution. I am requesting that the Regional Transportation Committee (RTC) consider replacing it with a design that diminishes the number of accidents, maintains adequate traffic flows, possibly allows for the development of a portion of the currently unused land and lends itself to beautification efforts.

Thank you and I look forward to your response.

Sincerely,

Brian Byrd
District 3

RECEIVED

JUN 29 2017

TRANSPORTATION

CITY COUNCIL

THE CITY OF FORT WORTH ★ 1000 THROCKMORTON STREET ★ FORT WORTH, TEXAS 76102
817-392-6193 ★ FAX 817-392-6187

3 ousted from DART board

Shuffle comes amid tension over subway, Cotton Belt rail line

By JULIE FANCHER Staff Writer jfancher@dallasnews.com

DALLAS CITY COUNCIL

By shaking up the Dallas Area Rapid Transit board Wednesday, the Dallas City Council sent a message to its representatives that they need to prioritize the council's wishes, which don't include expanding suburban rail.

Three Dallas-appointed DART board members who voted in October to fund the Cotton Belt commuter rail line, to stretch across parts of North Dallas and northern suburbs, were ousted Tuesday, replaced with new blood. A fourth was removed last month.

All four voted in favor of DART's most recent 20-year financial plan back in October.

In doing so, they backed not only a new council-favored downtown Dallas subway line but also the Cotton Belt commuter rail line that is to stretch from Plano to DFW International Airport.

The projects would cost about \$1 billion each, and some officials worry that there may not be enough financing to pay for both, especially if some of President Donald Trump's budget priorities pass muster with Congress.

The Dallas council did not publicly discuss the nominees for the DART seats before voting Wednesday.

Dallas appoints seven of the 15 DART board members and shares another seat with Cockrell Hill.

Jerry Christian and Pamela Dunlop Gates were not selected to continue their roles on the DART board.

Christian, a pastor, and Gates, a lawyer, have been on the board since 2007.

Bill Velasco, who was appointed in 2001 for the seat shared by Cockrell Hill and Dallas, also was voted out.

The new faces are Catherine Cuellar, the former Arts District director; lawyer Ray Jackson; lawyer Dominique Torres, who recently lost a bid for Rickey Callahan's council seat; and data consultant Jon-Bertrell Killen.

Cuellar was nominated for the shared seat, so her appointment still needs to be approved by the Cockrell Hill City Council.

The Dallas council voted last month to remove Richard Carrizales one year into his two-year term.

The council voted to appoint Dominique Torres to serve the remaining year.

The Dallas council on Wednesday also voted to keep three board members: Patrick Kennedy, appointed in December; Amanda Moreno, appointed in 2013; and Michelle Wong Krause, appointed in 2014.

Krause and Moreno voted against against the financial plan authorizing both the Cotton Belt and the subway projects.

Kennedy didn't start his term until January but has viewed improving the city's bus system, instead of building major capital projects, as a priority.

In interviews with the Dallas council's transportation committees, all of the DART appointees said they were frequent DART users and would focus on improving DART's bus service, with which the council has been particularly frustrated.

Carrizales said last month that his removal was put up for a vote because some council members were upset over his October vote to fund the Cotton Belt commuter rail line.

He was one of 12 members of the board who voted to fund the Cotton Belt and a downtown Dallas subway at the same time.

Dallas City Council members, including Sandy Greyson, said publicly that that was not the main factor in the council's decision.

She said the council was looking for more engaged board members.

But the Cotton Belt rail line has been a sticking point between Dallas and the suburbs.

Last September, the Dallas City Council unanimously passed a resolution setting the city's priorities, which included the downtown subway, improved bus service and the streetcar.

Wednesday's meeting came one week after a contentious DART board special session in which the board, including five Dallas members facing reappointment or rejection by the Dallas council, voted down a resolution that would have authorized DART to issue bonds to fund the estimated \$1.1 billion Cotton Belt rail line.

After the DART vote, Addison officials publicly threatened to consider withdrawing from the multi-city DART authority.

The Cotton Belt line would bring rail service to Addison, which has none.

DART officials say they are working to find alternative funding for the Cotton Belt, as well as the downtown Dallas subway in case federal funding doesn't come through.

The DART board, and the Dallas City Council, are expected to vote on a preferred alignment for the downtown subway in August.

Twitter: @juliefancher

Dallas backs \$1B in bonds

13-2 vote advances plan for November election on expanded package

By TRISTAN HALLMAN Staff Writer thallman@dallasnews.com

CITY COUNCIL

Despite some sticker shock, the Dallas City Council will move forward with a \$1.025 billion November bond package.

With a 13-2 vote Wednesday, the council gave its support for a bond package that exceeds the \$800 million cap the council had previously agreed upon. The resolution represented a major step forward for the tortuous bond process that has loomed over City Hall for more than a year.

Council member Mark Clayton, who had been a critic of the process, said after the vote that he felt “really good” about the package.

“I really feel like it rounded into good form,” Clayton said.

“The best thing about the compromise is that not everybody gets everything they want, but most people got enough to go

to their district and say the most critical needs were addressed.”

The council will work next month to nail down details so that in August it call the November bond election.

That vote would end the lengthy process that was a source of strife and dissatisfaction last year and early this year, when then-City Manager A.C. Gonzalez and his deputies had trouble finding consensus on a package that would have gone on the May ballot. Mayor Mike Rawlings later won a delay until the November ballot.

Since then, new City Manager T.C. Broadnax has taken over and the state Legislature has passed a bill aimed at fixing the troubled Dallas Police and Fire Pension System, the source of downgrades to the city’s credit ratings.

But the council earlier this month, after weeks of work and input from a citizens committee, was back where it had been at the beginning of the process — without a consensus for how to spend \$800 million.

Last week’s increase of the package to more than \$1 billion seemed to quell some anxiety over which projects would go on the ballot.

As the package stands, streets are a big-ticket item, followed by parks, city facilities, flood control, economic development, housing and Fair Park.

Much of the package will finally address deferred maintenance.

Residents will also see new projects, such as downtown parks, new connections in the city’s trail system, new fire stations, two new libraries in northeast Dallas and new recreational facilities.

But not everyone is totally happy with the package. Council members Casey Thomas and Tennell Atkins, who represent the southern edges of Dallas, want more money for economic development. Rickey Callahan, who represents Pleasant Grove, wants a senior center.

Callahan also said the council's desire for fiscal responsibility faded over the months as council members put more money into the city's core. The council at one point was considering a package of less than \$800 million.

"We started doing our window shopping and we started to see the nice things in the window that we wanted to buy and we wanted to have," he said.

But Callahan ultimately voted for the package. Only Lee Kleinman and Philip Kingston opposed it.

Kleinman said the plan would put taxpayers under too much new debt. Kingston said the package had been "larded" with projects not explicitly approved by the council. He urged residents to call their council members to demand up-or-down votes on citywide projects, something that has yet to happen.

Kingston said votes on individual projects would allow for the "testing [of] citywide projects with actual democracy."

"I hope that's not a novel concept," he said. "That's how we've built programs in the past."

Council member Jennifer Staubach Gates said she understood Kingston's frustration because the package was larger than she wanted it to be.

But she said she strongly supported the package because "it's going to be improving the majority of all citizens' life in the city of Dallas and helping us grow in the city."

Twitter: @TristanHallman

How they voted

For: Tennell Atkins, Rickey Callahan, Dwayne Caraway, Mark Clayton, Kevin Felder, Jennifer Staubach Gates, Sandy Greyson, Scott Griggs, Adam McGough, Adam Medrano, Omar Narvaez, Mike Rawlings, Casey Thomas

Against: Philip Kingston, Lee Kleinman

Money allocation Streets	\$500 million
Parks and trails	\$178 million
District-specific funds.....	\$84.8 million
City facilities	\$82 million
Flood protection	\$65 million
Economic development and housing	\$65 million
Fair Park	\$50 million

I-35E deck park gets green light from city

Council vote allows TxDOT to start building this summer

By JULIE FANCHER Staff Writer jfancher@dallasnews.com

OAK CLIFF

The Dallas City Council on Wednesday unanimously authorized funding for a new deck park over Interstate 35E in hopes of physically reconnecting north and east Oak Cliff, areas torn apart decades ago by years of highway building.

The council vote will allow the Texas Department of Transportation to move forward with building the foundations and part of the deck park as part of the Southern Gateway highway redevelopment project. Construction is expected to begin later this summer.

The park is to eventually cover 5.5 acres from Marsalis Avenue to Ewing Avenue. It was among recommendations from the Texas Department of

Transportation's City MAP report last year that suggested a revamp of that part of I-35E, now dubbed the Southern Gateway, as well as the city streets around it.

Securing park funds

The study estimated that the changes could spur more than \$166 million in development for one of the poorest parts of Dallas.

As part of Wednesday's vote, the council authorized about \$7 million in funding to build the full foundations for the project — but only half the deck, from Ewing to Lancaster Road.

The cost to build the full foundation but only half the deck park is pegged at about \$38.5 million, though the city would pay only 20 percent, or about \$7 million. The rest of the money would come from the North Central Texas Council of Governments.

City officials still have to identify a funding source for the parks' amenities and programs.

Securing funding for the park had been a struggle for the city, which ultimately led to a unique funding proposal from the North Central Texas Council of Governments.

Michael Morris, director of transportation for the Council of Governments, suggested that the city use transportation development credits, given to the city by the Regional Transportation Committee, as a contingency under the assumption that the city would include the project as part of the bond program now expected to be taken to voters in November.

The credits would come from money held by the Council of Governments that is earmarked for local governments that develop policies related to air quality, sustainable development, travel demand and other issues.

If the council approves using the credits and the bond proposal later passes, the \$8 million in credits could then be used for other projects.

If the bond measure fails, the credits will remain dedicated to building the park and the city won't have that money for other projects, such as improving intersections.

Reconnecting Oak Cliff

The source of funding hasn't been the only point of contention about the project. Former City Council member Carolyn King Arnold, who represented the area east of the proposed park, criticized the price of the project and said affected residents were being shut out of the process.

Two area residents spoke in favor of the project Wednesday.

"We 100 percent support the deck park," said Lester Houston.

"We want this deck park in our community where we can expand. ... It's long overdue, and we believe this deck park will improve the quality of life in this area, and lastly we [hope it] will encourage middle-income people to move back to these areas."

Arnold lost her re-election bid last month and was replaced with her predecessor, Dwaine Caraway, a strong deck park proponent.

Shortly before Wednesday's vote, council member Scott Griggs, who represents north Oak Cliff, praised the work council members had done with community leaders, the Texas Department of Transportation and the North Central Texas Council of Governments to find a new way to build interstate highways in urban areas and to help reconnect the community.

"We talked about how this road had damaged a community and we wanted to bring a deck park to stitch back together Oak Cliff, east and west of I-35," he said. "So not only is this a great day for the communities on the east and west side, but this is a good day for Dallas, for the COG and for TxDOT because this represents, going forward, the next generation of how highways are going to be built in the city of Dallas."

Twitter: @juliefancher

Third road rage shooting in North Texas since Sunday leaves one wounded

BY DOMINGO RAMIREZ JR. ramirez@star-telegram.com

NORTH RICHLAND HILLS

A motorist suffered a gunshot wound early Wednesday during a road rage incident on Northeast Loop 820, police said.

It was the third road rage shooting in North Texas since Sunday.

In North Richland Hills, police responded to a report of a man with a gunshot wound shortly before 2:30 a.m. in the 7600 block of Boulevard

26.

The 33-year-old man told police he was shot while he was driving on Northeast Loop 820.

“He managed to exit the highway and get help,” police spokeswoman Carissa Katekaru said in a Wednesday telephone interview.

KDFW-TV reported an Army veteran was one of the two men who gave first aid to the wounded man in parking lot.

The motorist who was shot in the arm was taken to a local hospital.

Police believe the gunman was in a white mid-size sports utility vehicle with the driver wearing a white baseball cap.

Details of the road rage were not available, police said.

Traffic officials noted aggressive driving could be motorists following too closely, driving at excessive speeds, weaving through traffic and running traffic lights and signs. These would be traffic violations.

From 2008 to 2012, there were 1,199 fatal crashes that involved aggressive driving/road rage, according to National Highway Traffic Safety Administration.

Driving aggressively could escalate to confrontations, assaults or murder which are then considering road rage and these are criminal offenses, according to the NTSA.

“If you’re angry and you’re in a vehicle, you have a dangerous tool to utilize,” said administrator Andrew Carlton with Texas Health Behavioral Health Hospital in Corinth. “The perfect scenario would be to make a decision that would not jeopardize you or other drivers.”

Two other road rage incidents have been reported in North Texas since Sunday.

Early Monday, Sejah Qamoum’s head was grazed by bullet fragments after unknown gunmen fired shots in the car she was driving in Mesquite.

Qamoum, 17, was released from an area hospital.

A road rage incident on Interstate 20 in Arlington on Sunday left a 19-year-old man dead and police seeking a shooter who fled the scene.

Arlington police responded to a major crash about 5:50 p.m. Sunday in which a white Ford pickup had lost control and struck a National Tire and Battery sign at 802 West I-20.

When officers approached the vehicle, they saw the male driver had suffered a gunshot wound that they determined had occurred before the collision, police said in a statement.

The victim was identified as Dylan Spaid, 19, of Grand Prairie, according to the Tarrant County medical examiner’s office.

Anyone with information on the North Richland Hills shooting should call police at 817-281-1000.

This report contains information from Star-Telegram archives.

Court gives NTTA green light

For drivers who don't pay, fees that mount quickly aren't going away

June 30, 2017

By JULIE FANCHER Staff Writer jfancher@dallasnews.com

Dallas Morning News

A state appeals court has upheld a ruling that says administrative fees assessed by the North Texas Tollway Authority for failure to pay its tolls are legal.

The fees are assessed when drivers don't pay their bills by the due date, but they can rapidly swell to, in some cases, hundreds or even thousands of dollars.

In April 2010, four drivers sued the NTTA, claiming the agency's administrative fees were excessive and unconstitutional, according to court records. Last year, Senior District Judge A. Joe Fish ruled against the drivers.

The 5th Court of Appeals upheld that ruling Tuesday. Attorneys representing the drivers in the case could not be reached for comment.

The drivers had argued that the fees are excessive, noting one example where a driver who used the road 153 times soon racked up fees of \$3,800 for failing to pay \$139 in tolls in a timely manner.

But in the appellate ruling, Circuit Judge Gregg Costa wrote that as "gated toll booths are becoming a thing of the past," NTTA needed to charge higher administrative fees to move to the automated Toll-Tag system and, in some cases, to track down drivers who didn't pay their tolls.

According to court records, before NTTA switched to unmanned toll booths, administrative fees were \$10 for not paying a toll at a checkpoint.

After the switch, NTTA "determined that the old \$10 administrative fee was insufficient to cover costs incurred in installing new cameras and the increase in drivers who would refuse to pay."

So, according to the records, NTTA decided to increase the administrative fee to \$25 after the third notice. But that's per toll, so the fee could be higher if, for example, a driver drives through several checkpoints.

"The fees are broadly imposed: Any driver who uses the toll road and shirks payment is subject to them," Costa wrote, "As the more than \$1 billion in uncollected fees indicates, there are usually hundreds of such people every day."

In his ruling, Costa noted that NTTA offered drivers ways to get out of paying increased costs, through paying within 30 days of receiving an invoice, or opening a TollTag account, which would drop the administrative fee from \$25 to \$8.33 per toll.

Fish's original lower-court ruling said that NTTA has a "legitimate government interest in recouping its collection costs and in switching drivers to TollTag accounts, and its decision to assess a \$25 (and later an \$8.33) administrative fee, while not necessarily politic or a proper interpretation of the statute, was rationally related to those interests."

The drivers said that they should not be forced to purchase a TollTag because of administrative fees.

“But no one is being forced to use the toll roads or any particular payment system,” Costa wrote. “In a pre-ZipCash world, drivers without TollTags or change in their car could not use the toll roads. Now they can.

They just have to pay like everyone else, but are given the convenience of paying after usage.”

Costa also noted that the agency had customer service representatives available who can reduce or excuse fees. But, for those drivers who still refused to pay, NTTA would forward their invoice to a collections agency. If that was still unsuccessful, the account could be forwarded to the Texas Department of Public Safety.

“As expected, the cashless system led to more drivers using the toll roads,” Costa wrote in his ruling. “Also as expected, many of them never paid after receiving the bill. This left [NTTA] on the hook for tens of millions of dollars in unpaid tolls.”

Costa also noted that NTTA was spending more money trying to collect unpaid costs than it was actually collecting, something the district court had said proved there was a “rational relationship” between the \$25 administrative fee and NTTA’s interest in recovering costs spent trying to collect unpaid tolls.

“Far from a massive windfall, [NTTA] has only recovered around \$42 million in administrative fees, which is about \$10 million less than what it spent to collect that amount,” Costa wrote.

Citing recent changes in the Legislature that limit the amount of administrative fees NTTA can levy, Costa noted that while NTTA’s use of the ZipCash system, and the cost of the administrative fee, may be imperfect policies, they don’t violate the constitution.

“The political process may continue to fine-tune toll collection, but that is not the Due Process Clause’s role to play,” he said.

DFW AND UBER ELEVATE

If Uber wants to fly in the Metroplex, Dallas/ Fort Worth Airport wants to be a part of it.

Airport Executive Vice President Ken Buchanan said the airport has been meeting with Uber to discuss the transportation company's Uber Elevate test program. Announced in April, Uber plans to develop a network of aircraft to provide on-demand air transportation in large cities. Dallas-Fort Worth would be the test market for the concept.

"We are looking at and really thinking about what the new model is for the future," Buchanan said at an airport board meeting last week.

The airport does not have a formal agreement with Uber, but Buchanan said its central location in North Texas makes it an obvious choice to be a hub for Uber Elevate. Uber has already announced partnerships with Hillwood Properties and Bell Helicopter to build electric-powered aircraft and sky-ports to provide transportation and delivery services in urban areas.

"We're talking about the possibilities of the future between our organizations and the transformation that's going to take place with this entire transportation region," Buchanan said. – Star-Telegram

Maybe DART can't offer free rides, but it mustn't drive poor riders deeper into poverty

Written by

[James Ragland, Columnist](#)

Connect with James Ragland

If you're making a pretty good living, chances are you won't throw a fit at the idea of paying an extra buck a day to ride public transportation.

But for the working poor, that dollar-a-day boost in bus and train fares — which comes to \$5 a week or more than \$20 a month — takes on meaning beyond the comprehension of those who've never lived in poverty.

"That means they may miss lunch one day," said Regina Montoya, chair of the Dallas Mayor's Task Force on Poverty. "Every penny counts when you're struggling to make ends meet."

In case you've missed it, Dallas Area Rapid Transit is planning to boost most of its rail and bus fares by 20 percent. Local monthly passes, for instance, would go from \$80 a month to \$96 a month and new AM/PM passes would go from \$2.50 to \$3 by next summer.

DART sees the boost in fares — which would be the first hike since 2012 — as a necessary evil to counter the rising cost of doing business.

"These are necessary periodically," David Leininger, the agency's chief financial officer and executive vice president, said in May, before launching a series of public meetings. "It wouldn't be responsible if we didn't do it, and ultimately you would end up reducing service."

Montoya looks at it differently.

With 24 percent of Dallas residents living in poverty, and half the population making \$50,000 or less, a 20 percent boost in fares will help drive the working poor into a deeper hole, she said.

"Just imagine if your electric bill or water bill went up 20 percent," she said. "That is huge for any of us. ... And for the working poor, public transportation is like a utility — it's something they can't live without."

More than that, what her task force discovered — and other research bears out — is that the two biggest expenses for those trapped in poverty are housing and transportation.

"Other cities have come up with alternatives because what they want to do is ensure that lower-income people have an opportunity to lower [their] expenses ... and move into the middle class," she said.

Montoya isn't talking about doing something radical, such as offering free public transportation — an idea I floated back in April as a way to make Dallas a more equitable city.

By the way, I want to thank all of the readers who applauded that idea. I appreciate both of you — my mom and some guy doing hard time down in Huntsville.

Just kidding. My mom didn't seem to grasp how that would work, either.

In fact, it was so *out there* that DART didn't even bother calling my boss to ask what I'd been smoking.

"No, I'm not saying it needs to be free," said Montoya.

Regina Montoya

What she *is* saying is that Dallas can no longer look at public transportation in isolation. It must be looked as part of a broader, more comprehensive strategy to stabilize Dallas so that it doesn't become the proverbial hole in the doughnut.

"I get the responsibility for DART," said Montoya, referring to the 1 percent sales tax DART collects in Dallas and its dozen other member cities to subsidize the sprawling agency. "But if we're all working together as a system to decrease poverty, DART is a really big part of that. Public transportation is crucial to escaping poverty."

Given the demographics in Dallas, where roughly 35 percent of children live in poverty and the gap between the haves and have-nots is as wide as ever, there's more riding on DART's planned fare hikes than meets the eye, she said. That's why Montoya is urging DART to fight the urge to boost fares by 20 percent — or to come up with a plan to offer reduced fares to Dallas residents living at or below the poverty line.

"The real brand for our [region] is Dallas. So if you do not have a strong core and you create so much tension and put up so many obstacles that keep that core from being strong, there's lots of examples where that core disintegrates and all you have is strong suburbs around it," she said. "One example is Detroit."

"As Dallas goes," she added, "so goes Plano, so goes DART."

Hey, she's preaching to choir with me. Let's hope DART and the rest of the region is listening.

Private Mobility Services Need To Share Their Data. Here's How.

1. David Zipper

Jul 2, 2017

If ride-hailing companies want to act like public buses, cities will need their numbers to make policy decisions.

The ride-hailing service Lyft recently attracted headlines—and some ridicule—when it launched Lyft Shuttle, a service in San Francisco with fixed routes and pickup locations. As many noticed, this bold new high-tech mobility innovation looks remarkably like a city bus service.

Lyft Shuttle is only the newest private option to get around town; commuters in tech-savvy cities like San Francisco can choose from a growing array of services offered by Lyft and Uber, as well as shuttles like Ford's Chariot and GM's Maven, and vehicle rental platforms like Zipcar and Getaround. Private "rogue" bike-share services are also in the offing for many U.S. cities.

The emergence of these mobility options is good for commuter choice—provided, of course, that society protects the traditional role of public transit. (Noting how Lyft Shuttle in San Francisco strategically avoids low-income areas, [Salon](#) warns that private bus-like services will exclude less-affluent riders, furthering transit inequities.) But there's another, hidden problem: When a passenger decides to take Lyft Shuttle instead of MUNI, she is moving more than her money from public transit to a private company—she is also moving data about her trip. But no private transportation service today provides local government with point-to-point information about their passengers' rides. The result is transportation policy that cannot be optimized to serve residents.

Let's pause for a moment to consider why private data is such a critical part of transportation policy. Imagine you're the director of your city's transportation agency, and you're looking for a way to ease congestion in the evenings at an intersection near bars. Ride-hailing companies have suggested that you take out a parking meter and turn the street space into a pickup/dropoff zone, predicting that drivers will spend less time circling the block trying to find their passengers (and thereby contributing to congestion). That sounds great, but your city gets \$10,000 annually from that parking meter. Should you do it?

If you're a good technocrat, you'd ask for data before making a decision. How many passengers are getting picked up at that intersection now? Within nearby blocks? How much traffic on a weekend night is rideshare vehicles, and is there evidence that they are circling trying to find their passenger? Without the trip data from Uber, Lyft, et al, it's hard to tell. But that's precisely the position today's planners and transportation executives are in. (Note: Uber makes some ride information available through Uber Movement, but only by neighborhood and average trip time, not specific locations or individual rides). Such data limitations can constrain other policy

decisions too, such as implementing road diets or closing lanes during construction. The National Association of City Transportation Officials (NACTO) has published data sharing principles for private transportation companies, but current practices fall far short.

There are several reasonable arguments to explain why these companies can't simply hand over individual trip data to the public sector. Issues of passenger privacy are at stake, and valuable business information could be leaked to competitors. There are simply too many one-off data requests from local government for the private companies to comply with each one—and government staff may not know how to analyze and understand the data even if they have access to it. Each of these arguments has merit. But as private services like Lyft Shuttle develop and scale, city officials are forced to base policy decisions on data derived from public sources, and that information is becoming less representative of residents' total trips.

Is there a path forward?

The answer might be found in a very unrelated field: cardiology. Cardiovascular disease accounts for one of every six dollars spent on American healthcare, and hospitals compete fiercely to maximize their share. But there are only so many patients who will receive care in a given hospital, which limits the data analysis possible in any hospital (or network of hospitals) that wants to improve treatment. An obvious solution would be for hospitals to pool their patient data so that researchers can answer questions like “is drug A or B better for a patient with XYZ conditions.” But competitive pressures among hospitals stack the deck against such peer-to-peer sharing.

Twenty years ago, the American College of Cardiology (ACC) proposed a solution. ACC would act as a neutral broker, pooling anonymized patient information from hospitals nationwide through their National Cardiovascular Data Registry (NCDR). NCDR's data would be available for analysis at carefully selected analytic centers (universities like Duke and Yale), with groups like drug companies paying for the privilege to access it.

The Electric Car Revolution Is Accelerating

Bloomberg

Electric cars will outsell fossil-fuel powered vehicles within two decades as battery prices plunge, turning the global auto industry upside down and signaling economic turmoil for oil-exporting countries.

The Bloomberg New Energy Finance forecast says adoption of emission-free vehicles will happen more quickly than previously estimated because the cost of building cars is falling so fast. The seismic shift will see cars with a plug account for a third of the global auto fleet by 2040 and displace about 8 million barrels a day of oil production—more than the 7 million barrels Saudi Arabia exports today.

“This is economics, pure and simple economics,” BNEF’s lead advanced-transportation analyst Colin McKerracher said before forecasts were published on Thursday. “Lithium-ion battery prices are going to come down sooner and faster than most other people expect.”

The forecast is BNEF’s most bullish to date and is more aggressive than projections made by the International Energy Agency. Surging investment in lithium-ion batteries, higher manufacturing capacity at companies including Tesla Inc. and Nissan Motor Co., as well as emerging consumer demand from China to Europe support BNEF’s projections, which also include:

In just eight years, electric cars will be as cheap as gasoline vehicles, pushing the global fleet to 530 million vehicles by 2040

Electricity consumption from EVs will grow to 1,800 terawatt-hours in 2040, or 5 percent of global power demand, from 6 terawatt-hours in 2016

There's around 90 gigawatt hours of EV lithium-ion battery manufacturing capacity online now, and this is set to rise to 270 gigawatt hours by 2021.

Charging infrastructure will continue to be an issue with bottlenecks capping growth in key Chinese, U.S. and European markets emerging in the mid-2030s

Lithium-ion cell costs have already fallen by 73 percent since 2010 and BNEF predicts innovation of battery manufacturers will accelerate and lead to further steep declines in average prices over the next two decades. While they won’t fall as fast as solar panels, it could still lead to suppliers getting squeezed as they compete for contracts, McKerracher said.

“There’s an element of competitive dynamics and a real possibility of oversupply in the lithium ion battery market that will serve to hammer down prices,” he said.

The world may need the equivalent of 35 of the so-called Gigafactories like the one built by Tesla founder Elon Musk in Nevada over the next 13 years to meet the power demands of electric cars, according to BNEF.

The global shift toward electric vehicles will create upheaval for the auto industry: from oil majors harmed by reduced gasoline demand to spark plug and fuel injection manufacturers whose products aren't needed by plug-in cars. BNEF, which last year forecast as much as 13 million barrels of oil a day displaced by electric cars, said its revised 8 million barrel a day figure is "likely understated."

While traditional car suppliers may be hurt by EV growth, some commodities will get a lift, according to BNEF:

Graphite demand will soar to 852,000 tons a year in 2030 from just 13 tons in 2015

Nickel and aluminum demand will both see demand from EVs rise to about 327,000 tons a year from just 5 tons in 2015

Production of lithium, cobalt and manganese will each increase more than 100-fold

It's the world's biggest economies—China, the U.S. and Europe—that will drive demand for battery powered cars over the next 25 years, according to BNEF. These governments which have already been the most advanced in providing subsidies and installing charging points, will reap the benefits sooner than other emerging economies like India.

"Electric cars are intrinsically cheaper than gas or oil fuelled cars because they're simpler and their maintenance is a lot easier," said Enel SpA Chief Executive Officer Francesco Starace said in an interview in Rome.

In Europe, almost 67 percent of new cars sold will be electrified in 2040, and 58 percent of sales in the U.S. and 51 percent in China, BNEF said. Though there's uncertainty in the U.S., where President Donald Trump could dramatically disrupt electric vehicle growth by withdrawing support for the technology in the world's second biggest car market.

"The next 6 to 8 years become really critical," McKerracher said. "If those volume amounts falter dramatically, then some of those cost reductions may not come to pass and that will affect the crossover point and therefore the overall adoption level."

<https://www.bloomberg.com/news/articles/2017-07-06/the-electric-car-revolution-is-accelerating>

A group asks to turn off red-light cameras

BY ANNA M. TINSLEY atinsley@star-telegram.com

Some Texans say it's time for Gov. Greg Abbott to turn off red-light cameras across the state — once and for all.

In fact, a group of Texans has delivered a letter to his office as part of a grassroots effort, asking him to put the contentious issue before state lawmakers, who head back to work July 18 for a special session.

"We need your support to ban red-light cameras, period," the letter states.

The issue has long sparked support from those who believe the cameras make streets safer and generate money needed for road safety efforts. It continues to draw opposition from those who say the cameras violate the U.S. Constitution and actually increase accidents.

"The main focus is the fact they are completely unconstitutional," said Kelly Canon, an Arlington woman who delivered the letter to Abbott's office in Austin. "You are supposed to be innocent until proven guilty.

"These [tickets] turn it around," said Canon, co-founder of the SE Tarrant Tea Party who helped lead a successful effort two years ago to remove red-light cameras from Arlington. "The cameras cannot prove you were the one driving. They can only prove your car was at that intersection doing that deed. That's horrible."

Police chiefs, mayors and trauma experts are among those who this year have asked lawmakers to leave the cameras alone, saying Texas roads will become more dangerous if they are not used.

Last year, there were more than 22,000 accidents — including 96 fatalities — in Texas when motorists didn't stop at red lights. Nearly 1,700 of those accidents, and two of the fatalities, were in Tarrant County, according to Texas Department of Transportation records.

That's up from 9,646 accidents, including 72 fatalities, at Texas intersections in 2011. Three of those deaths, and 737 of the accidents, were in Tarrant County, state records show.

Red-light cameras have been used for decades all over the world to try to stop accidents at busy intersections. Nearly two dozen states in the U.S. allow them, according to the Governors Highway Safety Association.

Cameras are set so that only vehicles entering the intersections after the light has turned red are photographed. Vehicles entering the intersection on yellow but still in the intersection when the light turns red are not photographed, according to the Texas Department of Transportation.

Abbott has called lawmakers back to the Capitol on July 18 to tackle a list of 20 items ranging from a bill to address where transgender Texans may use the bathroom to tweaking tree ordinances. Lawmakers have 30 days to do their work.

BIG BROTHER IS

WATCHING

Critics say government is invading privacy by monitoring movements and raking in cash for cities that use the cameras at high-traffic intersections. Some violators say they weren't caught running a red light, just not coming to a full stop before turning right on red.

Arlington residents were so opposed to the cameras that they petitioned to put the issue on the ballot two years ago. Then, on Election Day, they voted to turn off the cameras.

The letter calling for a red-light camera ban points out that the Texas Republican Party platform opposes photo traffic enforcement cameras.

"Those of us who have been in the fight against red-light cameras will attest that these cameras are not about safety, but are yet another unconstitutional overreach by these municipalities," according to the letter signed by nearly 100 grassroots Republicans including Tarrant County Tax Assessor-Collector Ron Wright and Tarrant County Republican Party Chairman Tim O'Hare.

Abbott has said he supports letting Texans decide whether to have red-light cameras in the state.

"Big brother is not only collecting and selling your information, he is also watching you as you drive through traffic lights," he wrote in his 2013 "We the People Policy Plan."

“Both the advocates of red-light cameras and detractors have a point. One emphasizes safety, the other privacy.

“But I believe it should be up to you the people to decide whether red-light cameras are right for your community. So I propose changing Texas law to allow voters the option to repeal red-light camera ordinances by voter-initiated referendum.”

‘HEALTH AND SAFETY’

Supporters say the cameras help uphold the law — and they’re working, reducing accidents and deaths, and generating money for cities and states. They say drivers can’t reasonably expect privacy on a public road.

“Texas police departments support the use of traffic safety cameras because this proven technology changes driver behavior and reduces crashes,” Mary Ann Contreras, the violence and injury prevention manager for Trauma Services at the JPS Health Network, said in a statement during the regular session.

“Shouldn’t the health and safety of Texas citizens be left to local law enforcement who knows their communities and their needs best? The bottom line is traffic safety cameras save lives and help keep our communities safe.”

Each ticket carries a \$75 fine, adding up to millions of dollars statewide. After camera vendors are paid a portion, half the revenue stays in the city where the violation occurred and half goes to the state.

During the last fiscal year, the state collected more than \$15.2 million, down from \$17 million in 2015, \$16.2 million in 2014 and \$15.3 million in 2013, according to the Texas Comptroller of Public Accounts.

TICKET

REPERCUSSIONS

Some Texas counties, such as Dallas, flag motorists with unpaid red-light tickets and block their vehicle registrations until the fines are paid, but that is not the case in Tarrant County.

Wright has issued a letter stating that “Tarrant County does not block vehicle registration for unpaid light camera fines.”

"The penalty is a civil penalty and not a criminal penalty," he wrote. "It is up to the Tax Assessor-Collector in each county if vehicle registrations are blocked because of these fines. I have chosen not to block them."

At the same time, a 70-page lawsuit addressing red-light cameras, filed against 53 cities and several companies that operate them, is on hold.

In that case, James H. Watson of Shreveport received a \$75 ticket in the mail for a violation at a Southlake intersection in 2014. But he says he wasn't in his 2009 Honda and he didn't knowingly let anyone else use his vehicle at that time and place.

He was told if he didn't pay the ticket, a \$25 late fee could be added and the fine could go to a collection agency or prevent him from renewing his car registration.

Redflex Traffic Systems, one of the companies named in the suit, filed a motion asking to be released from the lawsuit. When that was denied, Redflex appealed the entire case.

"At this point, we are simply waiting for a ruling from the Fort Worth Court of Appeals, so that the case can then move forward," said Russell J. Bowman, an attorney on the case.

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DART trying to fast-track bus service overhaul after criticism

Filed under [DART](#) at 2 days ago
[Julie Fancher, Staff Writer](#)

The Dallas Morning News

North Texas' struggling Dallas Area Rapid Transit bus system is going to get a massive overhaul. But it's going to trickle out over years, even though DART has [been working to speed things up](#).

DART bus ridership dropped from 121,999 bus riders on an average weekday in 2015 to 113,095 in 2016. The downward trend has continued into the first few months of this year.

Blame for the declining ridership has fallen on everything from a rebounding economy where more people can afford to drive, to changing housing patterns where fewer bus-dependent workers live on outdated bus routes. Some existing bus routes have never had a lot of traffic, and they exist as relics of past well-intentioned efforts to provide service where it turns out few people really needed it.

Either way, the result is the same: Many buses just don't run when and where riders need them.

"DART has to make sure the core ridership is focused on ... so they can get from their home to work, schools or hospitals in a timely fashion," new DART board member Ray Jackson said last month. He told the Dallas City Council's transportation committee low-income riders need a system that works better for them.

Customers and city officials have long complained about routes where the buses don't travel the lines often enough and take hours to get them where they need to go. The problems are primarily in areas south of Interstate 30 where more people depend on public transportation.

The agency developed a comprehensive overhaul plan in 2014 and began to trickle out changes the following year with off-peak frequency improvements and bus connections to the Rowlett DART rail station.

Central to the overhaul is a long-term plan to create a "core frequent route network" which would make buses run on their routes every 15 minutes or better during peak travel times, every 20 minutes or better during the midday and every 30 minutes or better on weekends.

The agency also hopes to make some routes more direct, eliminate low-performing routes and expand the availability of weekend service.

But those changes require more buses and may be years away. Many customers and Dallas City Council members say they want bigger changes sooner.

The Dallas City Council voted unanimously last fall to make overhauling the bus system a top priority. That decision was [cited in a recent effort to replace](#) several of the city's DART board representatives.

Four new DART board members — Catherine Cuellar, Dominique Torres, Ray Jackson and Jon-Bertrell Killen — were named earlier this month. Each said they'd push hard to fix the bus network. And board member Patrick Kennedy, who started his term in January, told the council's transportation committee last month that he has been working closely with DART staff on issues plaguing the bus system.

While speaking before the council's transportation committee last month, Kennedy said he hopes to add more buses to improve frequency, but there are also inefficiencies in the system that can be worked out, like duplicate services and buses running on the same routes as rail.

“If we start heading more toward a gridded system, there is an opportunity for more intuition to be built in the network,” he said.

DART officials say they're working to speed up their long-term plans.

In August, DART will begin tinkering with bus routes that currently have poor on-time performance, mostly during the middle part of the day. Those changes will focus on off-peak times for now because the agency is awaiting the delivery of about 41 new buses.

“You can't improve frequency on peak hour buses if you don't have enough buses,” said Todd Plesko, DART's vice president of planning and development.

“What we realized was, we could improve the midday frequency without buying more buses, so we are accelerating some of the changes that we anticipated doing in August 2019, and we are going to push them up into March.”

If the August changes go ahead as planned, the frequency of buses running along some routes would change from every hour to every 45 minutes on Saturday and Sunday.

Buses would also run more frequently during some weekday off-peak hours. For example, on Route 521, which travels from Mockingbird Station to Northwest Highway at Hillcrest Road, buses would run every 45 minutes rather than every hour.

The next round of proposed service changes is planned for March, pending board approval. On Tuesday, the DART board's planning committee will be presented with details of those changes. The entire board would consider them later this year after a series of public hearings.

Plesko said the March changes would be larger and more extensive, potentially including the elimination of several routes so that those buses could be diverted to improve frequency in other areas or for a pilot project to bring service to customers living in less dense, less served areas.

The biggest changes could still come in August 2019. By then the new buses should be in service and DART would be able run buses more often on some of its lines during peak hours

Driverless cars: Who's doing what, and how it impacts urban transportation

by [Patrick Sisson](#) Jul 7, 2017, 1:44pm EDT
Curbed.com

Fully autonomous cars haven't truly hit the road in any significant numbers, yet when it comes to the steady cycle of reports about the latest developments, newsfeeds already seem to have achieved informational gridlock. The signal-to-noise ratio makes it hard to juggle all the updates about the latest business developments and engineering advances, not to mention thinking about how this game-changing tech will shape our [cities](#), [real estate](#), [roadways](#), and even [parking garages](#).

To make sense of the latest developments, and how they'll shape the future of urban transportation, Curbed took a look at the big players currently shaping the AV landscape, and how their next steps will

impact how we get around our cities in the future. If AVs can come of age at the same time ride-hailing and electric vehicle technology are embraced by the masses, leading to a [dramatic decrease in car ownership](#), it will create a true revolution in urban mobility.

The tech companies: Becoming the operating system for tomorrow's vehicles

Sticking with strengths seems to be the strategy being adopted by tech companies when it comes to AV development. Tesla pioneered the commercial release of the technology with its Autopilot system, which updates like software on a computer. While it's not fully autonomous and requires an aware human ready to take the wheel—and has been the subject of a [high-profile crash](#)—its set the bar for competitors.

Outside of Tesla, which falls somewhere between tech company and automaker, most of the established and [new tech companies](#) working on autonomous technology have focused on creating the technology, as opposed to building the actual vehicles. Apple has [dialed back its efforts](#) at designing a car (though a Jony Ive sportscar would have been... something), choosing to focus solely on the software instead of going head-to-head with Tesla in the manufacturing arena.

One of the more exciting developments is Waymo's recently launched [pilot program](#) in Phoenix. The Alphabet spinoff's decision to test out its tech with families, who will use Chrysler Pacifica vans for daily activities, shows that the company sees a future not in early adopters, but everyday people. It's a great test case for the true viability of driverless tech (while simultaneously taking aim at a big cross-section of car-owners).

The ride-sharing firms: Becoming the next mobility service

Uber, to put it lightly, [hasn't had a great 2017](#). But despite the self-inflicted wounds, the beleaguered tech giant has made significant progress on its [self-driving program](#), which is suffering from a [mini civil war](#). In the last year, Uber partnered with Volvo for two high-profile self-driving programs in [Pittsburgh](#) and [San Francisco](#), although a clash with California state regulations [exiled that program to Phoenix](#) (where a [bad crash paused the program](#) for a few days). Still, Uber has an audience of millions who regularly use its app to get around, making it a huge player as the future of autonomous vehicles, and the business models surrounding them, come into focus.

Once the underdog in the AV race, Lyft has been able to capitalize on Uber's PR implosion, lining up a [splashy investment from GM](#) as well as a [partnership with Waymo](#). The company has recently become bullish on an AV future; earlier this year, Lyft's CEO predicted that [within five years](#), all their cars will be autonomous.

Ride-sharing offers an easy way to spread the cost of a new driverless car between numerous drivers, and both Uber and Lyft have the ability to become two of the biggest buyers of autonomous vehicles, as well as the central service providers in U.S. cities. Many have also theorized that for companies like Uber, which is bleeding cash, autonomous vehicles are a [necessity](#) to get costs under control—by not paying human drivers—and make its business model work.

The auto companies: Adapt or perish

Despite [early crashes](#), Tesla is still the leader when it comes to automakers releasing a road-ready, truly autonomous vehicle. Traditional automakers, to put it lightly, feel threatened by the widespread changes this technology will bring to their business model. The increased ability to [share cars](#) via ride-sharing services and emerging mobility-as-a-service systems means less vehicle sales over the long run, and the tech arms race over automation means that unless traditional automakers can close the gap, they'll be denied a piece of that shrinking sales pie. That's one reason the tech has been a huge focus of [recent car shows](#) and the annual [Consumer Electronics Show](#).

Automakers have fallen into two general camps when it comes to next steps: partnerships and reinvention. For many, the path to relevancy in a "post-driver" age comes through [partnerships or purchases](#), which continue to stack up. [Chrysler has partnered with Google](#), [Volvo will work with Nvidia and Autoliv](#), [GM invested in Lyft and acquired Cruise](#). Overseas, tech company Baidu is partnering with manufacturers in China.

Ford exemplifies the [reinvention approach](#). The Big Three automaker has worked hard to rebrand itself as a mobility company, introducing an app, running autonomous shuttles and bike-sharing systems, and promoting a vision of connected, mobility-as-a-service solutions with the Detroit company at the center. As alliances, buyouts, and partnerships shift, it'll be interesting to see if automakers focus more exclusively on the technology, or also become more invested in

emerging distribution networks and service providers. Carmakers may claim they'll have autonomous vehicles on the road [in a few years](#). Unfortunately for them, the business model, and cracking the urban mobility market, may be as tricky to figure out as the technology.

The rental car companies: Backbones of tomorrow's driverless fleet

One of the unexpected winners in the recent dealmaking frenzy over driverless cars, rental car companies have emerged as potential players in the automated vehicle ecosystem. The reason? They have the coverage, logistics, and maintenance facilities that car companies and tech firms lack, as well as the business relationships that mobility service providers seek (outside of Uber and Lyft).

The [recent deal between Waymo and Avis](#), a partnership that would see the rental car firm manage the tech firm's expanding fleet of cars, and [Apple's deal with Hertz](#) to test out its technology, may be signs of more such collaborations to come. Rental car companies could become the entry points for urbanites looking to request or rent autonomous vehicles.

The federal government: Writing the rules of the road

With autonomous vehicle technology in its nascent stages, it seems early for the government to get involved, and many have pushed for regulators to hold off on making rules, lest they stifle a growing industry. But others are worried that without consistent—and nationwide—rules of the road, regulatory uncertainty may stifle innovation.

One way to spur innovation is through federal grant-making. The previous administration invested in developing autonomous technology, funding the [Smart City Challenge](#), a competition that awarded \$40 million to Columbus, Ohio, to develop a next-generation transportation system, and pushed 70 cities across the country to develop their own plans for driverless tech.

The first large-scale federal regulatory response to the evolving technology was last year's introduction of [recommended regulations](#) by the Department of Transportation, including the Vehicle Performance Guidance for Automated Vehicles, a 15-point safety assessment for new autonomous vehicles. The result of extensive study by the DOT, these guidelines seek to avoid a patchwork of rules and also propose giving the government the power to certify self-driving vehicle technology (a big shift from the existing regulatory regime, where carmakers self-certify the safety of their products). Last month, [more than a dozen bills](#) were introduced to Congress, seeking to solidify these oversight powers, and grant tech companies the ability to conduct more widespread tests.

The cities: Guiding a changing urban landscape

More important for the long-term future of driverless cars is the way [cities and municipalities](#) decide to regulate this technology. Will new zoning codes require mandatory drop-off zones, and

how will the reduced need for parking reshape urban land use? How will cities deal with the loss of [car-related revenue](#)? Will congestion charges, or charges for driving without passengers, be levied to control the potential congestion from hordes of driverless Ubers or Lyfts swarming busy streets in search of passengers?

The technology has the potential to radically reshape how city transportation works (and create much [safer streets](#)). City transportation and planning officials may become the gatekeepers in deciding the true nature of our driverless urban transport system. Already, cities such as [Los Angeles](#) are leading the way with forward-thinking plans to adapt to the reality of shifting streetscapes and transportation systems.

Mass transit: Making a case for public rides in a world of apps

Some of the advantages of autonomous vehicles—flexible routes, smart navigation, lower labor costs—make it a [potential game-changer for public transportation](#). While Lyft was widely mocked for its recent introduction of the [Lyft Shuttle service](#) (which picks up riders on a pre-arranged route and sounds suspiciously like a bus), many transit agencies are already testing their own autonomous solutions to city transportation challenges.

In the United States, a [minibus operated by French companies Navya and Keolis](#) conducted a series of trials in Las Vegas's downtown (and will [soon start running](#) at the University of Michigan). Two California cities, [Beverly Hills](#) and [San Ramon](#), are testing driverless shuttles. More advanced trials are taking place in Europe, including the introduction of a regular autonomous bus service in Helsinki, Finland, set to [debut this fall](#).

Advocates hope that smart buses can efficiently expand coverage areas and increase passenger volume at a lower cost. With numerous trials showing promise, this may be the first driverless transport system many city-dwellers experience, and its success or failure may shape how public transit fares in the autonomous age.

The freight firms: Tiny boxes, coming to a corner near you

Autonomous technology isn't all about passengers. City streets are also increasingly seeing a big bump in deliveries, due to the [rise in online shopping](#), and navigating this new source of traffic will become increasingly important to city transit planners. Right now, much of the action in [autonomous shipping](#) concerns the long-haul trucking sector and companies such as Otto (which is owned by Uber). But it's clear that eventually, this technology will be central to how we deliver goods in dense urban areas, including [tiny, electric, autonomous vehicles](#)—more like robots than cars.

<https://www.curbed.com/2017/7/7/15935126/google-uber-driverless-car-waymo-autonomous>

New Amtrak CEO has Texas ties, but can he save state's Eagle route?

BY GORDON DICKSON gdickson@star-telegram.com

Amtrak's incoming boss has Texas ties, but can he save long-distance passenger rail service in the state?

Richard Anderson, 62, a veteran airline executive who most recently ran Delta Air Lines, will take the helm of Amtrak — the nation's only coast-to-coast passenger rail service — on July 12. He arrives at a time when its long-distance trains are once again on the proverbial chopping block.

This spring, the Trump administration unveiled a proposed budget that boasted a \$1 trillion infrastructure investment, but also \$2.4 billion in cuts to aviation, rail, transit and other mobility projects. The rail cuts would include elimination of Amtrak long-distance routes such as the Texas Eagle, which serves Fort Worth daily with trains running north to Chicago and south to San Antonio.

Anderson was born in Galveston, where his father worked for the old Atchison Topeka and Santa Fe Railway (now part of Fort Worth-based BNSF Railway). He also graduated from the University of Houston and South Texas College of Law.

Outgoing Amtrak CEO Wick Moorman said that it's too early to say whether Amtrak's long-distance routes can be saved, but that if anyone can make the case in Washington it's Anderson.

"What Richard Anderson brings to the table is deep knowledge of passenger markets and an understanding of the transportation marketplace," Moorman told the Star-Telegram in a phone interview. "That's going to be critical as Amtrak moves forward."

Amtrak officials are already making the case that cutting routes such as the Texas Eagle won't save as much money as some critics might think, because of the ongoing costs of employee labor, rail car fleet maintenance and other expenditures.

"When you get into long-distance trains, there are big losses but it's because of allocated costs — and those costs don't go away if you do away with the trains," Moorman said.

DIVERSE EXPERIENCE

Anderson was CEO of Delta Air Lines from 2007 to 2016. He was executive vice president at United Healthcare from 2004 to 2007 and CEO of Northwest Airlines from 2001 to 2004.

"It is an honor to join Amtrak at a time when passenger rail service is growing in importance in America. I look forward to working alongside Amtrak's dedicated employees to continue the improvements begun by Wick," Anderson said in a statement. Moorman and Anderson will serve as co-CEOs through Dec. 31, according to a news release.

Moorman, former CEO of Norfolk Southern, took the helm at Amtrak about a year ago — with the intention of staying only long enough to put the nation's only coast-to-coast passenger rail line into more permanent, capable hands. He will stay on with Amtrak as an adviser.

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Star Transit looks to overhaul fare structure

County's second-largest provider plans increase of 20-year-old rates

By RAY LESZCZYNSKI Staff Writer rleszcynski@dallasnews.com

TRANSPORTATION

People who use Star Transit for their local transportation needs may soon pay more for their ride.

The transportation agency, which has used the same fare structure since it launched 20 years ago, is making plans for a fare increase.

Under its current fare policy, it costs no more to go 50 miles from Mesquite to Kemp or Mabank than it does to go to neighboring Balch Springs.

Star is proposing a system that would charge by miles per ride, instead of being based on service areas.

The round trip from Mabank to Mesquite would increase from \$10 to \$24. But only 1 in 40 Mesquite riders travels more than 15 miles. At 10-15 miles, which accounts for about one-third of Mesquite riders, the fare would only increase \$1.

Meanwhile, trips 10 miles or less into and out of the city would be less expensive. Mesquite's retail centers would become a cheaper ride from many points in Balch Springs.

"This is a reflection of our growth, but not because we are providing more service to the urban settings," said Kim Britton, Star Transit's communications director.

"It's about fare equity."

Historically, Star Transit served only Kaufman and Rockwall counties and listed each as a service area. Pricing was simplistic — one amount for within a city, a higher amount for areas within the county and highest amounts outside the county.

But as the company expanded in recent years — becoming the second-largest mass transit provider in Dallas County behind DART — it added Balch Springs, Mesquite and Seagoville as separate service areas. Most rides are scheduled at a single call center — and there are now five service areas to keep track of.

"Allowing drivers and call-center agents to easily quote fares" is another goal of the restructure, Britton said.

Star Transit provides about 60,000 rides per year to the three Dallas County cities. Its clientele remains about 60 percent elderly and disabled, Britton said, and those riders will continue to receive discounted rates.

Some of the most dependent clientele will even ride for free on the system's four fixed routes — in Balch Springs, Kaufman, Seagoville and Wilmer — under the proposed fare restructure. Regular fares on the fixed routes, which in Balch Springs accounts for threequarters of current ridership, will still be \$1.

A series of public meetings on the fare changes starts Monday.

Riders can also weigh in on the proposal by email. Input from the meetings will be considered before the board's scheduled vote Aug. 15. If approved, the new fares would start this fall.

Twitter: @RayLeszczynski

If you go

Star Transit public meetings to discuss new fare structure:

Monday: 6 p.m., Mesquite Arts Center, 1527 N. Galloway Ave.

Tuesday: 6 p.m., Rockwall Chamber of Commerce, 697 Interstate 30

Thursday: 6 p.m., Balch Springs Civic Center, 12400 Elam Road

July 18: 2 p.m., Star Transit Operations Center, 500 Industrial Blvd., Terrell

Call 877-631-5278 for transportation or provide input through Aug. 1 at startransit.org

Proposed Star Transit fares

Star Transit, which serves Kaufman, Rockwall and southeast Dallas counties, plans to shift to a miles-per-ride fare structure.

Distance Up to 5 miles Disabled/ over 60 All others \$1 \$2 5-10 miles \$2 \$4 10-15 miles \$3 \$6 15-20 miles \$4 \$8 20-25 miles \$5 \$10 >25 miles \$6 \$12

Cities and the Autonomous Vehicle Revolution

Why City Staff Should Get Engaged in Discussions about the Future of Mobility ASAP

- By [Joshua Karlin-Resnick](#)
- [Jul 10, 2017](#)

Hundreds of people from the automobile and technology industries are gathering at the [Automated Vehicles Symposium](#) in San Francisco this week to exchange notes and speculate about the ways autonomous vehicles might change our lives. If this year's symposium is like others, few of the attendees will be from city agencies like transportation and planning departments.

That's a shame.

As I contemplate the exciting (or frightening, depending on your perspective) future of transportation, I wish desperately to engage on the topic with the people who actually shape how we build and get around in cities.

Without input from city staff, [we risk a replay of the mistakes made in changing our cities for the automobile age](#). In adapting to an autonomous future, we must not sideline *people*, the public realm, and the built environment in favor of the needs of one transportation mode as we did a century ago.

City staff bring a different lens to this issue than most of the engineers and designers at the center of the autonomous vehicle revolution. They bring a perspective grounded in their missions as public servants and in the technical issues they deal with on a day-to-day basis:

Street safety: Departments of transportation are principally responsible for designing streets that protect the most vulnerable users—pedestrians and cyclists— while ensuring that they function adequately for all other modes. What they know about the evolving practice of doing this effectively, as encapsulated in the [NACTO Urban Street Design Guide](#) and other progressive guidelines, can add a great deal to the discussion of what the algorithms determining AV behavior should consider. City staff should also consider how AVs might help conserve street space in city and neighborhood centers, where creating ample space for human connections is most important.

Livability and vibrancy: Planning departments are responsible for helping cities prepare for future growth and for creating an interesting, comfortable public realm

through zoning and long-range planning. Critically, the parking requirements they incorporate in zoning codes are one of most important determinants of which buildings get built, how they get built, and the transportation choices of those who inhabit them. In zoning for cars over the last century, planning departments have led their cities to [vastly overbuilt parking](#), with the most damaging effects on town centers and commercial strips that feed off proximity and human activity. How we evolve zoning codes and parking requirements for the autonomous age can either help correct for a century of excesses or perpetuate our already car-clogged society.

Equity: City staff will want to know if travel by autonomous vehicle will be cheap enough to benefit the most economically vulnerable members of our society. The extent to which cities provide ladders of opportunity to low-income residents is an important marker of their quality as places, and transportation is an important factor in determining how easy it is to get to the jobs, educational institutions, and social service agencies that provide those ladders. If AVs are adopted in the same way cars were—as private, rather than shared, mobility resources—those without the means to purchase what will likely be an expensive technology will be effectively relegated to a more limited set of travel options, similar to what happens in many cities today. If AVs are adopted as part of shared fleets, with transit systems at the center, they might be more accessible to all.

The Role of City Staff

So who will determine how AVs are adopted? Right now, federal and state governments have been focused on the technology and how it might be operated. Ultimately, state and federal policy makers have great power to determine the trajectory of the technology (if they are willing to use that power), but cities alone will help determine how local streets and the built environment will evolve to make way for AV travel.

There are four areas that will make a big difference, and they are all within the control of city staff: Curb space, parking, pricing, and pilots.

Curb space: Adjust approaches to street design and managing curb space

If autonomous vehicles are adopted as shared mobility resources, rather than private ones, they could vastly increase the movement of people in individual travel lanes, which could in turn greatly diminish a major impediment to handing right-of-way space to transit vehicles, cyclists, and pedestrians in suburban cities today: opposition from an auto-oriented public. The management of curbside space will need special consideration. The bike-and-pedestrian-safety challenges posed by ride-hailing pick-up and drop-off activity offer a warning of what could happen in a shared autonomous future in which people's main interface with the built environment is at the curb, rather than in parking lots.

City staff should:

- Shift right-of-way space toward wider sidewalks, transit lanes, and bicycle facilities to both anticipate and encourage higher-occupancy vehicle travel in congested areas.
- Begin allocating more curb space to passenger loading, and in areas with bike lanes or transit service, adjust the design of loading zones to reduce conflicts with other modes.

Parking: Adjust parking regulations and management of vehicle storage

Shared autonomous vehicles offer the potential to substantially reduce the need for parking. Some early analyses estimate that parking demand could drop by as much as [80 or 90 percent](#) if the entire small-vehicle fleet is shared. Even if some of the fleet is privately owned, self-driving and self-parking cars could more [efficiently use parking spaces](#). The ways cities regulate the parking supply will need to shift to account for AVs. Recent research has shown that providing ample parking actively incentivizes driving, and in turn leads to more parking demand, while providing less parking shifts the incentive structure toward other modes, leading to less parking demand.

City staff should:

- Eliminate parking minimums and replace them with parking maximums, to avoid over-providing parking in an era in which parking demand could drop dramatically.
- Begin considering long-term plans for public off-street parking supplies that evolve the use of these buildings or land and ensure these city assets are still economically productive in an era of reduced parking demand.
- To bridge the gap between today's auto-oriented travel behavior and a multimodal future, implement a transportation demand management (TDM) ordinance along the lines of the one [San Francisco recently put in place](#) to provide incentives to shift toward space-efficient travel modes today.

Pricing: Provide financial incentives to encourage shared travel behavior

Parking pricing is one strategy many cities use to influence traveler behavior in their most congested areas. Tolls and congestion pricing are other ways of creating incentives for the use of shared modes. Using a combination of roadway and curbside pricing could also help to encourage the use of shared AVs in places where demand for curb space might be most intense, such as transit hubs. Figuring out how to charge more for inefficient uses of this limited curb space—i.e. private cars picking up or dropping off a single passenger—may be quite important in these types of environments.

City staff should:

- Consider tolling in key corridors and congestion pricing in high-traffic areas.

- Price parking in the areas where demand is highest and/or where it makes more sense based on city goals to use limited space for active uses rather than parking.

Pilots: Support the development of high-occupancy AV technology through pilots

Transit agencies can help spur the development of autonomous buses and shuttles by partnering with autonomous shuttle companies on pilots of the technology (examples of this are [already happening](#)). Such pilots might be most prudent in less complex operating environments (i.e. outside dense downtowns) and on routes or portions of routes that are hard to serve using traditional buses (i.e. where low ridership makes it inefficient to use full-size buses or provide frequencies that make transit attractive). They can help the companies developing the technology to ensure that the vehicles operate safely for both those onboard and those outside and to provision their vehicles with appropriate passenger accommodations. Ultimately, in the densest parts of cities, high occupancy vehicles will continue to hold a distinct advantage over small vehicles because of geometry—the sheer number of people who want to be in space-constrained downtowns everyday make it necessary to get them there on modes that are as space-efficient as possible.

Cities should:

- Partner with companies developing high-occupancy autonomous vehicles to pilot the technology in the places where doing so is prudent.

At the conference this week and at others to come, a few colleagues and I will be starting the conversation: How do we want our cities to evolve, and how can the future of transportation support this vision? Cities have a great deal of power to determine whether we maximize the best aspects of the coming autonomous vehicle revolution or instead let shiny new mobility technologies run roughshod over the aspects of urban life we treasure most. My hope is that city staff and visionaries come together to create a future we can all enjoy.

Joshua Karlin-Resnick is a senior associate at NelsonNygaard who specializes in parking, transportation demand management, and the implications of autonomous vehicles for transportation planning. [This post also appears on his personal blog.](#)

Smoking vehicle program celebrates 10 years

By staff reports

Posted Jul 10, 2017 at 10:27 AM Updated Jul 10, 2017 at 10:35 AM

Nueces County Record

Ever see a vehicle emitting excessive amounts of smoke on the road? Individuals can do something about it, and their actions could help the region breathe easier. The North Central Texas Council of Governments is celebrating 10 years of administering the Regional Smoking Vehicle Program, one of several efforts aimed at improving air quality in Dallas-Fort Worth and North Texas areas.

Commonly known as RSVP, the program is designed to inform motorists whose vehicles may be emitting excessive smoke from the tailpipe and help them address the issue. With 10 North Texas counties in ozone nonattainment, RSVP allows North Texans to take an active role in the effort to meet the federal standard.

Driving a vehicle with excessive smoke from the tailpipe in Texas is a violation of the state's Smoking Vehicle Statute, which defines a smoking vehicle as one that emits smoke for 10 or more consecutive seconds and/or whose suspended smoke does not fully dissipate within 10 seconds.

Those who see a vehicle smoking from the tailpipe for a prolonged period of time have two primary ways to anonymously report it:

- Dial #SMOKE (#76653) on their mobile phones.
- Report the offending vehicle by visiting www.smokingvehicle.net.

Since 2007, when NCTCOG assumed responsibility for the program in North Texas from the Texas Commission on Environmental Quality, more than 40,000 reports of smoking vehicles have been received, with the majority of reports submitted online. While the phone is a viable option and can result in more accurate reports, it is important that people practice good driving habits and refrain from reporting vehicles while behind the wheel.

Each owner of vehicles reported for belching excessive pollutants receives a letter and brochure explaining the time and location his or her vehicle was reported, possible causes of the incident, and potential solutions.

Some motorists receiving letters could be eligible for assistance with vehicle repair or replacement through the AirCheckTexas Drive a Clean Machine Program.

AirCheckTexas helps North Texans who meet the income criteria by providing vouchers of up to \$600 to fix emissions-related problems and up to \$3,500 to replace their aging vehicles. Income and vehicle requirements are available at www.airchecktexas.org.

<http://www.recordstar.com/news/20170710/smoking-vehicle-program-celebrates-10-years>

Judge rules for county in McKinney ETJ dispute

Dispute over permits for RV park part of bigger territorial fight

By NANETTE LIGHT Staff Writer nlight@dallasnews.com

There are thousands of acres just outside McKinney's city limits that are prime for development, and the city has long contended it should control what happens on that land.

But a district court judge has ruled that the Collin County suburb doesn't have the authority to impose its building regulations on what rises up there.

The ruling last week by Judge Scott J. Becker was an attempt to resolve a lawsuit between McKinney and Collin County on the interpretation of an interlocal agreement regarding permitting rights in the city's extraterritorial jurisdiction, or ETJ. A city's ETJ is unincorporated land that a city has marked for annexation.

"The city of McKinney and the county have had a disagreement for some time now over the city's building regulatory powers in the ETJ," said Greg Hudson, attorney for Collin County. "Obviously, the county is pleased with the ruling."

Under the ruling, which will become final in August, the city does not have the power to require building permits in its ETJ, and the county maintains permitting authority for construction there.

"Obviously, we're disappointed," said attorney Robert Brown, who represented the city. He's scheduled to meet with McKinney council members July 17 to discuss the case and what to do next.

The dispute

At the heart of the argument is a 43-acre RV park that began development in 2015 in the city's northwest sector. At the time, the property was not within the McKinney city limits and the county approved construction. But in May 2015, the city annexed the property and ordered a halt to work on the RV park.

Since then, the city has been entangled in litigation with the property owner, Arch Resorts LLC.

Former McKinney Mayor Brian Loughmiller had said the RV park interferes with the city's plans for a potentially large commercial development in that area.

Still undecided is the question of legal fees and damages to Arch Resorts, whose project has sat stagnant since 2015, said Art Anderson, Arch Resorts' attorney.

He said what happens next is up to McKinney.

"They can either say we fought the good fight, but we did not prevail. Or they can appeal," he said.

According to the suit, McKinney claims the county was outside its authority when it issued building permits for the RV park. The city contends the county's action goes against the terms of the interlocal agreement and the power of home rule cities to require that developers obtain platting and building and other permits within their ETJ.

'Fairly simple issue'

It's not the first time a city and county have disagreed over development in a city's ETJ. In 2015, Frisco city officials noticed a large storage business had been built in the public right of way of its ETJ.

That same year, mayors from 13 communities led by McKinney asked the Commissioners Court to work with them so that cities could issue building permits in their extraterritorial jurisdictions. But the Commissioners Court shot down the request, citing legal concerns, according to an earlier report.

"It's a fairly simple issue: Does a home rule city have the power to enforce its building regulations outside its city limits?"

Hudson said.

In November, Collin County Judge Keith Self said other cities have "backed off" in their territorial fights with the county.

But this isn't the city's only legal fight against the county involving development in McKinney's ETJ.

In April, District Judge Mark Rusch ruled in a separate suit between McKinney and Custer Storage Center that the city's building codes apply in its ETJ if the property is being subdivided or platted.

Custer Storage had started construction with building permits from Collin County, also a defendant in the case.

Collin County and McKinney now have taken that case to the Dallas Court of Appeals.

That ruling conflicts with Becker's Arch Resorts decision, which asserts McKinney doesn't have the power to require building permits outside its city limits.

"There's a lot of land to be developed in the city of McKinney and Collin County that's in the ETJ.

Final certainty is what everybody needs to know,"

Brown said. "Right now, there's a big question mark."

Hudson said the issue could become a precedent for other home rule cities — basically those that have city charters — throughout the state. And he said he wouldn't be surprised if the case ultimately reached the state Supreme Court.

"This is really the first step in what I expect to be a fairly lengthy battle," he said.

Twitter: @NanetteLight

Trinity toll road may finally meet its end

By Robert Wilonsky

The Dallas Morning News

You know how to kill a zombie, yes? Just shoot them in the head, remove the brain.

Easy. Easier, anyway, than offing a zombie toll road that has been lurching and moaning ever forward without the good sense to just die already.

But — and I can't believe I'm typing this — the giant Trinity River toll road may be days away from its final. This is not another tease. This is real. Almost surreal.

For years I've taken people down to the floodway and pointed to the earthen levees and said can you freaking believe how foolish this city is for wanting to build a massive highway next to a forever-promised park and a river that's supposed to flood.

Yet sometime next month, perhaps as early as Aug. 9, the Dallas City Council will finally vote on lopping off the noggin of the Trinity River toll road or the Trinity Parkway or the Underwater Zombie Tollroad or whatever you want to call that four-butprobably-six-lane, 9-mile slab of cement some folks have been wanting to plant along the river's East Levee since forever. Looks like the new City Council, a majority of whom oppose a high-speed road in the Trinity, is prepared to do what its predecessors refused to do as recently as two years ago.

On Friday, five council members — Sandy Greyson, Scott Griggs, Philip Kingston, Adam Medrano and newcomer Kevin Felder — sent Mayor Mike Rawlings and City Manager T.C. Broadnax a memo demanding they put on the next available council agenda a resolution that would once and forever reject the only version of the toll road, the so-called Alternative 3C, to receive the feds' blessings.

The next voting agenda is Aug. 9, but Rawlings — who said he "thought this would be coming, after the election and stuff" — told me Monday that it may take a little longer.

The city attorney's office is drafting the resolution, which, he said, the five would then have to approve before it goes to a vote.

Rawlings said the timing of the vote also depends on when he gets answers from an alphabet soup's worth of local, state and federal agencies about what a decision to reject 3C would do to the proposed park, or at least the roads and parking lots needed to access the park. He also wants to know whether anyone's even interested in funding a road of any size at this late date.

If he gets the answers he's expecting — killing 3C won't hold up the park, and no one wants to pay for 3C or the slower, smaller road pitched by urban planner Larry Beasley last year — then, Rawlings said, it is likely there will be far more than the eight votes needed to kill the thing.

"Look, my point of view is this: The road has been a dividing issue in this city for a long time, and I don't like issues that divide," he said. "I don't mind fighting through them if there is a real substantive win on the other side."

But once I decided I didn't want to build out 3C all the way and make it a smaller road, the funding options don't seem to be jumping to the front, and it concerns me we might be fighting over something that doesn't have a chance to get funded, and I am not going to do that.

"I am not going to put the City Council or the city in a place where we're the Hatfields and McCoys when there is no there there."

Yeah, a little late there. But about time.

I did not call Rawlings for this column; all I did was ask his office if he planned on putting the resolution on the first voting agenda after summer break. Rawlings called from vacation because he wanted to reiterate that he's focused solely on planting a version of the park pitched in October — Michael Van Valkenburgh's sprawl of trails and bridges running over and next to a river restored to its natural meanders, funded with Annette Simmons' tens of millions, run by a local government corporation.

Over two decades we've been given countless reasons why we need the road — each one eventually disproved. We were sold a lie no one wants to buy any longer, save for the suits with concrete contracts and their friends on the council whose ranks dwindle closer to zero with each election.

I can't find anyone who wants to pay for this thing: The Texas Department of Transportation says to talk to the North Texas Tollway Authority, which once thought of the parkway as a cash machine. Today: "There has been no decision made," an NTTA representative said via email.

The Army Corps of Engineers, which permits what the city can do between the levees, said it's not prepared to comment on a resolution it hasn't seen. But let's not forget: Two years ago the corps OK'd a plan that would "create parkland in an urban setting with little open space."

Doug Hecox, a spokesman for the Federal Highway Administration, said killing 3C will lead to "years of delay" if the city wants to put another big road down there.

But, he said Tuesday, studying and planning for access roads and parking lots wouldn't be nearly as time-consuming.

"It's not a rubber stamp," he said. But planning for a park without a parkway "could take several months," maybe a little longer. "Just depends on how complicated it gets."

Seems to me it's about to get real simple.

Twitter: @RobertWilonsky

DART's Bus Problem

Light-rail investment not meeting poor where they are

EDITORIAL

The Dallas Morning News

FINDING LIFELINES FOR THE WORKING POOR

Second in a series

Dallas Area Rapid Transit has built a light-rail network that is the envy of similarly sprawled cities nationwide.

Since 1990, when construction first began on the light-rail system that now stretches 93 miles, the agency has spent \$5.4 billion to build it. About \$4 billion of that has come from local sales taxes. And even after accounting for fares paid in, DART spends \$140 million every year to run light rail.

That emphasis on rail has, to a large degree, shortchanged the riders who most need DART: the working poor whose commutes are far more likely to require buses than trains.

Now that DART has completed the lion's share of its light rail build-out, it's time for the agency to focus much more on buses, at least until it can develop a service plan that adequately serves the riders who most depend on it.

That means a tougher look at some of the light-rail plans already on DART's books, and it will mean money for more buses, more stops and more routes.

Without these investments, and without at least a temporary reordering of priorities, the working poor in Dallas are going to continue to have their backs up against the wall as they attempt to work themselves out of poverty.

Dallas gets good press as an affordable place to live. Even with housing prices going up, the cost of living here compares favorably with other big cities in America.

But for working folks already here, Dallas is a lot less affordable than advertised.

When you factor in the cost of transportation, Dallas' low-cost advantages disappear.

As research by professor Shima Hamidi at the University of Texas at Arlington has shown, when transportation costs are factored in, Dallas is one of the least affordable big cities in America.

Here's how that works: Dallas has more than 850,000 people working in the city every day. But of those jobs, more than 625,000 are filled by folks who don't live in the city. Meanwhile, jobs that low-income workers are best able to get are often in areas of town where they are least likely to live.

That gap between where the working poor live and where they work translates into an obstacle that eats up their time and their limited income.

Two things about that scenario make it difficult for the working poor to get ahead.

First, there aren't enough affordable homes near the jobs they need. Second, there aren't enough of the right jobs near the homes they can afford. The city needs to work on improving both those scenarios, but fixes won't be quick or cheap.

Meanwhile, the long commutes lay waste to the budgets of working-poor households.

That's a big reason why the working poor in Dallas spend so much of their monthly budget on transportation costs. Plenty can't afford a car at all, and that's where DART comes in — at least, that's where it should come in. In Dallas, 40.5 percent of workers who use transit to get to their jobs live in households without a single vehicle. No surprise, then, that the working poor are nearly twice as likely to use transit to get to work and back — and those transit commutes are 50 percent longer than DART commuters who aren't in poverty.

If DART can improve its service to its poorest commuters, it would do more than reduce the time and money they pour into getting to work and back. Far better, it would broaden the pool of jobs they can get to from where they live.

But DART isn't doing enough to help.

The agency looked recently at how peer transit agencies are doing. The answer, when it comes to buses: much better.

Los Angeles' public transit serves almost four times as many people as DART, across an area 2½ times as large. Its transit agency spends almost four times as much on bus service as DART does. But it provides more than 10 times as many trips each day.

Houston spends about 40 percent more to operate its buses but provides 62 percent more trips a year — 60 million compared with DART's 37 million.

By comparison, DART's bus service is anemic. No surprise, then, that DART's own numbers show that bus ridership has been flat or falling for years.

DART's light-rail numbers do not compare favorably, either.

Denver, with its relatively new light-rail system, moves nearly as many people as DART's. Even much smaller Portland provides 60 million bus trips each year, to DART's 37 million — and nearly 10 million more light-rail trips, too.

Since 2000, Dallas has gained nearly 90,000 workers, but not a single net new transit commuter. Today as then, about 26,000 workers use transit to get to their jobs and back, according to figures from the 2000 census and the 2015 American Community Survey.

The light-rail network in North Texas has been a fantastic, even audacious achievement, removing tens of thousands of vehicles from our clogged highways each day. But DART and its member cities need to recognize that nearly 30 years of prioritizing rail over buses has had consequences, especially for the working poor.

And it's time to do something about it.

This isn't DART's problem alone to fix.

Dallas must work harder to encourage business to put jobs nearer to where the working poor live, and to encourage builders to put more affordable houses near those jobs or the rail stations that can transport people there.

In the meantime, DART must put more buses, operating more often, on more routes that more conveniently link the working poor to their jobs. Even if that means pressing a pause button for some other projects already on the books.

Coming tomorrow: Jobs

ONLINE: Why does Dallas have so many poor people working themselves weary and yet never getting ahead? Read our six-part series. dallasnews.com/working-poor

The Benefits of Private Financing for Public Works

By MARY E. PETERS and SAMARA BAREND
JULY 17, 2017
The New York Times

President Trump has announced the outlines of an ambitious \$1 trillion agenda to rebuild America's crumbling roads and bridges, outdated water systems and dilapidated public buildings. While the general goal of investing in infrastructure has broad bipartisan support, Mr. Trump's call for relying heavily on private financing has come under fierce criticism. As consultants and advocates for such public-private partnerships, we believe those attacks are wrongheaded.

Critics assert that public-private partnerships enrich investors at taxpayers' expense, are more expensive and less accountable, lead to public bailouts and do little to help rural areas. But this ignores strong evidence to the contrary in states like Pennsylvania, New York, Florida, Colorado, North Dakota and California.

The private sector is already involved in building our infrastructure, but usually with public funds. President Trump would allow private investment in those projects for a good reason: private funds increase accountability. As a partner in a public project, the private sector is on the hook for cost overruns and delays and may be contractually obligated to pay hefty fines or other penalties when the results are lackluster.

If a project is behind schedule or over budget, private companies pay a hefty fee and make up the difference, since they financed that project. If a project isn't maintained and operated according to strict standards throughout the contract, the private sector could pay substantial fines. The same is often not true of purely publicly financed projects.

There is a widespread perception that most public-private transportation projects sell off assets or give private companies the authority to collect tolls. But this is not usually the case. Of the 18 public-private transportation projects advanced since 2010, only eight involved transferring toll or revenue risk to the private sector. Most projects involve contracts that pay companies based on performance, not toll collection.

In 2015, an official from the Congressional Budget Office [testified](#) that there is "little evidence that public-private partnerships provide additional resources for roads." But this assertion ignores the ways private financing increases fiscal discipline and accountability by shifting the risk of cost increases, delays and revenue performance from the public onto private investors.

La Guardia Airport, often mocked for its antiquated facilities, is today completely overhauling its central terminal, thanks to a public-private partnership. Almost 80 percent of the \$8 billion design and construction costs will be paid for by private financing and existing passenger fees.

The risk of cost overruns or construction delays is transferred from the Port Authority to a private consortium.

Project owners of such partnerships estimate that their projects have saved taxpayers on average about 25 percent, including on the construction of the PortMiami Tunnel and the expansion of Denver's mass transit system. A public-private partnership is on track to deliver the Interstate 4 highway expansion in Florida with an estimated \$1.4 billion in savings, faster than originally projected.

We believe public-private partnerships can help rural America and would urge skeptics to consider that in Pennsylvania, 558 deficient rural bridges are being replaced at least 10 years early through a \$1 billion public-private project. In Merced, Calif., the University of California system is doubling the size of its campus — which mostly serves rural students — with a \$1 billion public-private project. And in Fargo, N.D., a public-private partnership is working with the Army Corps of Engineers on a \$2 billion project to alleviate flooding.

Criticism of these projects has also been directed at a few projects that have gone bankrupt, as evidence that they hurt taxpayers. One such project, the South Bay Expressway in San Diego, earned lower-than-projected revenue because of the Great Recession and the Southern California housing market collapse. But no state funds were used for the project, and taxpayers were largely protected in the bankruptcy. The regional authority purchased the rest of the project for significantly less than the private partner's construction cost.

We simply can't waste billions of dollars on delays and cost overruns if we are to deliver more than [\\$4 trillion](#) in much-needed infrastructure repairs and expansion. Business as usual is simply not an option. Projects like the Big Dig in Boston (which was an estimated \$12.4 billion over budget) are occurring every day at taxpayer expense. It costs more to build new transit systems in the United States than in most other developed nations.

Critics of partnerships have one fact right: Private financing can never fully replace the need for federal and state funding. Private investment, however, can help leverage limited but essential public dollars into successful projects that are completed ahead of schedule, at lower cost and with greater accountability.

When Congress begins considering an infrastructure plan, members should seriously explore President Trump's idea of using private financing as a catalyst. Private funds are not going to single-handedly solve our nation's huge infrastructure needs, but they must be a critical piece of the equation.

More than 600 turn out for Grapevine public hearing on bond projects

BY ROBERT CADWALLADER rcadwallader@star-telegram.com

ROBERT CADWALLADER rcadwallader@star-telegram.com

The vast majority of those who attended a Grapevine bond hearing on Monday did so to oppose an \$8.1 million project to build a bridge extending Heritage Avenue across Parr Park and Big Bear Creek.

GRAPEVINE

The Grapevine Convention Center proved too small for a public hearing on potential bond projects and started off with the fire marshal running more than 100 people out of an overfilled auditorium Monday.

The vast majority of the 480 people who were allowed to remain — and the displaced residents who watched from the hallway — turned out to oppose an \$8.1 million project to build a bridge extending Heritage Avenue across Parr Park and Big Bear Creek, saying it would harm the natural beauty and wildlife of the green space and replace it with traffic and noise.

The roughly half-mile bridge is among eight potential projects totaling \$44.1 million that could be part of a bond election Nov.

7. The council has until Aug. 21 to call the election.

Opponents were led by a contingent calling themselves the Heritage Bridge Busters, who gathered the signatures of more than 1,200 opponents.

Supporters argued that the city needs the additional north-south arterial the bridge would provide by connecting the two dead ends of Heritage Avenue. They say it would significantly shorten travel time for residents and school buses and response times for emergency services.

The bridge project has been part of the city's master thoroughfare plan since the 1980s.

"I practically have to travel around the world just to go to the grocery store," the first speaker, B.J. Wilson, representing 22 nonspeaking supporters of the bridge, told the City Council. "We believe [the bridge] would have little impact on the trail system and virtually no impact on Parr Park."

But Wilson, among 88 scheduled speakers, was followed by a line of people with a litany of concerns, including loss of nature and the arrival of traffic and increased crime. Some called for a traffic study to help determine the need for the connection.

“When they open up that bridge, traffic is going to be horrendous,” one man said. “It is not going to be good.”

Pippa Robe, who represented 60 nonspeaking opponents — the council granted four minutes of speaking time, instead of two minutes, to those who spoke for others to save time — said her three children love walking and riding the trails and playing in the creek.

“I love the peacefulness of the trail and the ability to escape the noise of modern life,” she said. “If a road is built here, many trees will be lost and the peace and tranquility will be gone.”

Several speakers urged the council to include the bridge project in the bond program to let the voters decide.

“Not allowing us to vote is hijacking the democratic process,” resident Skip Rice told the council.

Some are concerned that putting the controversial bridge proposal on the list could jeopardize the entire bond package, even though officials said voters would decide each project separately in the election.

Although it’s the most expensive component of the package, some officials and residents argue several other components are much more needed.

Two new fire stations and renovations to the animal shelter are on the tentative bond list, along with rebuilding the Grapevine Golf Course clubhouse and several road projects.

Councilman Paul Slechta, in an interview before the meeting, said he was concerned about negativity radiating from the bridge debate.

Slechta said voters might say, “If you put that bridge on there, maybe I don’t want to support anything.”

City officials in charge of those projects set up information booths around the back of the room before the meeting.

Fire officials said they need to replace a pair of 35-year-old fire stations, at a cost of nearly \$8 million each. Assistant Fire Chief J.R. Sherwood said that while the Fire Department is not weighing in on the bridge, a study showed that having the bridge could reduce response times from 6 1/2 minutes to 4 minutes for getting at least two emergency vehicles to neighborhoods near the south dead-end of Heritage Avenue.

I-35E expansion set for 'substantial completion' by late summer

- Heather Goodwin, hgoodwin@starlocalmedia.com
- 22 hrs ago

Nearly four years ago, construction began on the Interstate 35E project. As it nears completion, residents will have to contend with a summer spent repaving the roadways, which means more lane closures for drivers.

Officials said the main work over the summer will be placing the final layer of pavement on the north- and southbound main lanes of I-35E. Roads will be paved overnight, and officials have cautioned motorists that there will be nightly double lane closures on the main lanes.

“Drivers should be alert for rough and uneven pavement as well as uneven lanes in these areas as the work is completed,” said C.J. Schexnayder, communications manager for the 35 Express project.

Many residents have taken to social media to express frustration about the uneven lanes along I-35E.

Rosie Ocampo posted a comment on Facebook after traveling I-35E northbound from Dallas to Lewisville.

“I cannot understand how it is legal to leave a highway in those conditions during any type of construction,” Ocampo said.

Ocampo said she noticed several inch differences running through parts of the lanes.

“It made it really hard to stay in one lane,” Ocampo said.

Schexnayder said uneven pavement will exist as crews work to repave the roads. He said as they complete the final pavement, crews must remove the old paving, put on new and do the striping. He said there is close to 350 lane miles to pave this summer.

“We can’t do it in one night,” Schexnayder said. “We’re really urging people to look for signs and sign up for the alerts. We will put out paving-specific alerts.”

Crews will continue repaving roadways throughout the summer, but Schexnayder said they only work on main lanes from 8 p.m. to 6 a.m. during the week and from 10 p.m. to noon on the weekends.

The 35Express project is scheduled for “substantial completion in late summer,” Schexnayder said. That will include additional main lane capacity as well as all cross streets and frontage roads. Construction operations will continue in the fall as AGL completes aesthetic and landscaping work along the corridor.

“The majority of this work will be completed without any major disruptions to traffic,” Schexnayder said.

Schexnayder said the configuration of the new roadway is almost complete. The north and southbound collector/distributor lanes opened earlier this year. The TEXpress lanes as well as the new direct ramps to the Sam Rayburn Tollway opened in May. The additional main lane in each direction from FM 3040 going north will be introduced when paving is completed.

The Fox Avenue and Garden Ridge Boulevard bridges are set to open in August and FM 407 will fully open by the end of July.

Drivers are contending with several new traffic patterns, including connectors to Sam Rayburn Tollway and the President George Bush Turnpike. Schexnayder said the new configuration is most likely here to stay. TxDOT is “monitoring” the area and looking at different options due to traffic congestion, and officials will re-evaluate the area once Phase I is complete.

“When you introduce new traffic flows it takes people a while to get used to,” Schexnayder said.

Banged-up Cherry Lane bridge to remain closed until the holidays

BY BILL HANNA billhanna@star-telegram.com

FORT WORTH

On June 15, a tractor-trailer slammed into the Cherry Lane bridge that crosses Interstate 30, shutting traffic down and altering the daily routine of many commuters on the west side of Fort Worth.

A month later the bridge, which sustained significant structural damage, is still closed and Jiyeon Kim, owner of Donut Express, is feeling it.

"It's killing me," Kim said.

Unfortunately for Kim and other businesses, the once-busy bridge won't be opening anytime soon.

Texas Department of Transportation spokesman Michael Peters said one of the beams must be replaced and because it is being fabricated off-site in Elm Mott near Waco, it will take about 45 days to complete.

A \$130,000 contract has been awarded to Scott Tucker Construction of Fort Worth to repair the bridge once the beam is ready.

But even in the best-case scenario, the bridge will remain closed for several months, perhaps until November or December.

"The goal would be to open the bridge before the holidays depending on weather and materials," Peters said. "We need to replace a beam on the bridge deck. It's currently unsafe for vehicular traffic."

The bridge serves as an important access point for residents of White Settlement and west Fort Worth who would drive southbound across Cherry Lane to get on I-30 and head east toward downtown.

Now drivers must go farther west to Las Vegas Trail and loop under the freeway to go east on I-30.

And with those commuters go dollars spent at a handful of businesses along Cherry Lane.

A clerk who declined to give his name at Wally's Liquor, which sits in the same strip shopping center as Donut Express, said sales were down dramatically since the store lost the bridge traffic. Customers complained that it was too hard to reach the business with the detours, he said.

At Donut Express, Kim said sales were down 35 percent over the last month. Before the bridge closed, drivers would cross the bridge and grab some breakfast.

"My customers can't reach me in the morning," Kim said. "I get all business when they're on their way to work. I'm really sad."

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Residents try to detour 380 bypass plan

1 potential route would 'take out homes,' divide rural neighborhood

By NANETTE LIGHT Staff Writer nlight@dallasnews.com

MCKINNEY

MCKINNEY — Homeowners in rural Collin County are protesting a potential freeway that would likely relieve gridlock in busier northern suburbs, but divide their neighborhoods and cut through homes.

But no one yet knows where — or even if — the highway will be built.

That detail hasn't stopped residents fearful of a potential bypass north of U.S. Highway 380 from voicing their concerns.

For the second time this year, dozens of them packed the McKinney City Council chambers Tuesday to tell the council, which includes a new mayor and three new council members: "Not in my neighborhood."

"We want to remind the city leaders that we are still very actively engaged in this. We have not forgotten," resident Stephanie Weyenberg said. "And we are still not happy about a bypass that would take out homes."

And this isn't just a McKinney problem. Collin County is expected to double in size before 2030 and surpass the populations in Dallas and Tarrant counties with a population of more than 3.5 million by 2050.

McKinney's population of more than 168,000 is anticipated to increase nearly 70 percent by 2040.

Congestion on the county's major roadways will only get worse.

McKinney traffic counts estimate that 50,000 people a day drove on U.S. 380 in 2015.

Without a bypass, the city anticipates that traffic on the highway will double, said Michael Quint, executive director of development services for McKinney.

Weyenberg and her husband, Matthew, knew McKinney planned to convert the two-lane county road near their home in unincorporated Collin County into a six-lane thoroughfare.

But they never anticipated a freeway.

The couple bought 5 acres of land and moved into a red brick, one-story home just outside the city limits half a decade ago to live the country life. There, it's quiet enough to hear chirping birds and ribbiting frogs.

But a bypass could mean a high-speed road cutting through their neighborhood.

An early city sketch of possible road alignments was meant to guide the Texas Department of Transportation as it works to tackle the traffic that comes with the explosive growth in Collin County.

It also garnered a public outcry.

Last year, McKinney council members passed a resolution opposing conversion of busy U.S. 380 within their borders into a freeway because development leaves little room for expansion.

“Where was the concern for the existing homes?” Janet Anders asked council members Tuesday night. Her property is in the path of one of the proposed routes that have now been passed along to TxDOT.

In February, McKinney council members said they opposed two bypass routes that would cut through people’s homes. The city’s new mayor has taken a similar stance.

“We want to absolutely preserve those neighborhoods,”

Mayor George Fuller said after Tuesday’s meeting.

Where a freeway is built — if it is built — is in the hands of TxDOT. The state agency, which has the ultimate authority on the potential project, is in the early stages of a feasibility study for U.S. 380.

In the spring, McKinney city leaders suspended their own evaluation of options for a bypass and sent TxDOT the options, including one that would wipe out several residents’ homes.

Fuller said McKinney will continue to use whatever influence it may have to express to TxDOT the city’s concerns about displacing residents.

But he also noted that the city doesn’t “control it completely with TxDOT.”

TxDOT spokeswoman Michelle Raglon said the agency will hold public meetings for people to voice their concerns.

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U.S. House panel approves broad proposal on self-driving cars

[David Shepardson](#)

Reuters

WASHINGTON (Reuters) - A U.S. House panel on Wednesday approved a sweeping proposal by voice vote to allow automakers to deploy up to 100,000 self-driving vehicles without meeting existing auto safety standards and bar states from imposing driverless car rules.

Representative Robert Latta, a Republican who heads the Energy and Commerce Committee subcommittee overseeing consumer protection, said he would continue to consider changes before the full committee votes on the measure, expected next week. The full U.S. House of Representatives will not take up the bill until it reconvenes in September after the summer recess.

The measure, which would be the first significant federal legislation aimed at speeding self-driving cars to market, would require automakers to submit safety assessment reports to U.S. regulators, but would not require pre-market approval of advanced vehicle technologies.

Automakers would have to show self-driving cars "function as intended and contain fail safe features" to get exemptions from safety standards but the Transportation Department could not "condition deployment or testing of highly automated vehicles on review of safety assessment certifications," the draft measure unveiled late Monday said.

The issue has taken new urgency because road deaths in the United States rose 7.7 percent in 2015 over the previous year to 35,200, the highest annual jump since 1966. Traffic deaths climbed nearly 8 percent in the first nine months of 2016, government data showed.

Current federal motor vehicle safety rules prevent the sale of self-driving vehicles without human controls. Automakers must meet nearly 75 auto safety standards, many of which were written with the assumption that a licensed driver will be in control of the vehicle.

General Motors Co ([GM.N](#)), Alphabet Inc ([GOOGL.O](#)), Ford Motor Co ([F.N](#)), Tesla Inc ([TSLA.O](#)) and others have been lobbying Congress to pre-empt rules under consideration in California and other states that could limit self-driving vehicle deployment.

States could still set rules on registration, licensing, liability, insurance and safety inspections, but could not set self-driving car performance standards, under the proposal.

California state assemblyman Freddie Rodriguez questioned "why Washington would want us here in the states to not look at the safety standards – it should be up to every state."

Representative Debbie Dingell, a Democrat from Michigan, said the bill creates a "strong but flexible regulatory framework" that seeks to avoid "a patchwork" of different state rules.

Auto dealers want the final bill to clarify that the measure would not preempt state dealer franchise laws that generally bar automakers from selling vehicles directly to consumers.

Democrats praised the bipartisan proposal but said they want more changes before the full committee takes it up, including potentially adding other auto safety measures.

The Alliance of Automobile Manufacturers, a trade group, said it is "pleased that the legislation is moving forward, and expect to see areas fine-tuned in the legislation."

Consumers Union, a public advocacy group, said the bill needs more changes and must "ensure that automakers demonstrate automated vehicles' safety and don't put consumers at greater risk in a crash." The group opposes "restricting states' safety authority without strong federal safety standards in place."

The administration of former President Barack Obama last year unveiled voluntary guidelines on self-driving cars that asked automakers to submit a 15-question safety assessment. President Donald Trump's transportation secretary, Elaine Chao, said she plans to update those in the coming months.

Separately, Republican Senator John Thune, who is working with Democrats, said Wednesday he hopes to release a draft self-driving car reform bill before the end of July.

Reporting by David Shepardson in Washington Additional reporting by Melissa Wen in San Francisco; editing by Grant McCool

BMW denies colluding with other carmakers on emissions equipment

BY JACK EWING New York Times

FRANKFURT, GERMANY

BMW, responding Sunday to claims it formed a cartel with Daimler and Volkswagen to hold down the prices of crucial technology, denied that the German carmakers had agreed among themselves to install emissions equipment that was inadequate to do the job.

The statement by BMW was the first attempt at damage control by the carmakers since the European Commission said Saturday that it is investigating accusations of illegal collusion among them.

The German carmakers, who dominate the global market for luxury cars, can hardly afford another blow to their reputations. They were under fire after several government studies showed that diesel cars, once promoted as environmentally friendly, frequently pollute much more than advertised.

Adding to the pressure, the accusations against the automakers showed signs Sunday of becoming an issue in coming national elections. Chancellor Angela Merkel and her transport minister, Alexander Dobrindt, faced increasing criticism that they had been overly accommodating to the car-makers and had enabled wrongdoing by them.

Martin Schulz, the chancellor candidate for the left-leaning Social Democrats, said that if the allegations proved true, "it would be a gigantic fraud against customers," according to news reports.

Oliver Krischer, a leading member of the Green Party, told the German news agency DPA that the allegations "take the emissions scandal into a new dimension."

Such harsh criticism of the auto industry is unusual in Germany, and it illustrates the degree to which public opinion is turning against the car-makers. Motor vehicles are the country's biggest export, and Volkswagen, Daimler and BMW are among Germany's largest employers.

In its statement Sunday, BMW said that discussions with the other carmakers had been about how to ensure that customers would be able to buy refills of a chemical needed

for pollution equipment in diesel vehicles. The chemical, a urea solution sold commercially as AdBlue, is sprayed into the exhaust to neutralize harmful nitrogen oxides.

“From a BMW Group perspective, the objective of discussions with other manufacturers concerning AdBlue tanks was the installation of the required tanking infrastructure in Europe,” BMW said.

German magazine Der Spiegel reported Friday that the carmakers agreed in 2006 to limit the size of the tanks used to hold AdBlue to save space in the car that could be used for sound systems or other features. Volkswagen has admitted that its vehicles were programmed to ration doses of AdBlue, leading to excess emissions. Der Spiegel said it had seen documents that were part of an antitrust investigation.

BMW said its latest models were clean, despite a relatively small AdBlue tank, because they combined two types of pollution technology: a system that uses the Ad-Blue spray and a catalytic converter that traps nitrogen oxide molecules.

In a tacit admission that older vehicles pollute too much, Daimler, Volkswagen’s Audi division and BMW have announced plans to upgrade software on diesel vehicles across Europe to reduce emissions.

In for the long haul

With app that pairs drivers and deliveries, Uber's going big into a new arena, and nowhere bigger than Texas

By MELISSA REPKO Staff Writer mrepko@dallasnews.com

"What they are now is a technology company. Their aspiration seems to be a transportation company."

Mike Ramsey, transportation and mobility analyst, Gartner

TRUCKING INDUSTRY

One of the biggest technology disruptors when it comes to shuttling people is now trying to transform the way goods are moved around the country.

This spring, Uber launched Uber Freight, an app that matches truck drivers with loads of goods to pick up and deliver. Texas played a key role in the San Francisco-based tech giant's inroads. Routes between Dallas, Houston and San Antonio served as its test ground before the app's launch.

Texas' large trucking business made it an obvious place to start, said Jeff Ogren, head of driver community and partnerships for Uber Freight. Fourteen percent of U.S. freight comes in and out of Texas, he said.

The state has continued to play a vital role in Uber's young business. About 70 percent of Uber Freight's loads and drivers are based in Texas, Ogren said.

The new business comes at a time when tech companies are exploring the future of trucking and automation.

But analysts warn that Uber will need to offer something new to an industry that has already squeezed out greater efficiency and prove itself to truck drivers who may be skeptical of an unfamiliar player.

Mike Ramsey, a transportation and mobility analyst for Gartner, said Uber's new app is a way to leverage the technology that underpins its ride-hailing and food delivery business. It is also a way to learn a new industry so it can explore ways to boost efficiency in the future with tools like automation, he said.

"What they are now is a technology company," he said.

"Their aspiration seems to be a transportation company."

Ramsey said Uber has an edge with brand recognition, talent and capital, but he cautioned that its major leadership shakeup could shift business priorities. Former Uber CEO Travis Kalanick resigned last month after months of reports of workplace discrimination, sexual harassment and practices that flouted law enforcement.

And he added that the Uber Freight app isn't as pioneering as the ride-hailing one. "They're trying to offer a better mousetrap for a mousetrap that exists," he said.

With its foray into trucking, Uber must compete with logistics companies, freight matching websites called load boards and other apps.

Similar to the ride-hailing app, Uber Freight allows truck drivers to pick up extra work when they want to. They can also find a job that fills up their truck on the way home.

For Sam Carrillo, an Arlington resident and independent truck driver, apps have made work simpler and more lucrative. For nearly two decades, he's relied on brokers to match him with freight from electronics to bottled water in his truck. Now he gets almost all of his business from two apps — one of which is Uber Freight.

Before, he had to wait a month or longer for payment.

Now, he said, he gets it in seven days — and without docked broker fees. He said he ends up making \$200 to \$400 more per trip.

And the apps, Carrillo said, are a quicker way to find jobs. "Press a few buttons and you're set," he said.

Ogren said there's an appetite for new tech in the trucking industry. Before working for Uber, he worked at Trucker Path, a navigational app that took off in popularity with truck drivers.

"These guys are looking for tools to better empower their lives," he said. "They're away from their family 200 days a year. If you can develop tools, they are going to buy in."

Ogren said Uber wants to stand out from load boards and brokers through better customer service and faster pay. It plans to offer perks such as reserved parking spots, passes that allow them to skip weigh stations, and discounts on fuel and tires.

He said the company also may add a guide to truck stops and rest stops for drivers.

He declined to give the number of active users in Texas or the U.S. But he did say that a recent party drew about 100 current users — both drivers and fleet owners — to Dallas. It featured free barbecue, shirts and hats, and allowed drivers to get their questions answered.

"We plan on continuing to do things like that because we know we have to earn their trust," he said. "We want to eliminate any skepticism and show them we're here for you."

He said the apps could make the industry more appealing for younger people as truck drivers age and start retiring. "They want to be heard. They want to be treated with respect," he said.

"We want to make trucking attractive again."

Texas' central location and large workforce make it a major player in the trucking industry. Nearly 10 percent of the nation's truck transportation workforce lives in Texas.

The Lone Star State has about 137,300 people in the industry, according to the most recent data from the Bureau of Labor Statistics. The Dallas-Fort Worth area has the third-highest number of tractor-trailer drivers, trailing only New York and Chicago, according to a recent study by Dallas consulting firm Site Selection Group.

For the tech company, the new model cuts out the middleman — the trucking broker — and could lower the price for smaller companies that don't want a long-term contract or need additional pickups.

Uber has shown interest in trucking before. About a year ago, it bought self-driving truck company Otto.

The startup has now been wrapped into a research group focused on autonomous cars and trucks.

Owner-Operator Independent Drivers Association, an advocacy group that represents professional truck drivers, is watching the apps closely to see whether they benefit members, said its spokeswoman, Norita Taylor.

She said she's not surprised tech companies have recognized the money that can be made in the trucking industry.

"The question is 'Can they offer something that benefits independent truckers or not?'" she said. "And I don't have an answer to that yet."

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Bond split causes unease

Some backers worry that a 10-proposition setup could be risky

By TRISTAN HALLMAN Staff Writer thallman@dallasnews.com

DALLAS CITY HALL

Dallas voters are likely to vote this November on 10 separate propositions that make up a \$1.02 billion bond package, something supporters worry could endanger some of the proposals.

City Manager T.C. Broadnax said in a memo to council members that the city will move forward with 10 propositions because the state attorney general didn't like the way that City Hall was lumping together some of the categories, such as combining economic development and housing for the city's homeless.

But some council members believe more propositions mean a greater chance that voters will reject funding for projects that don't necessarily affect their neighborhoods, such as Fair Park or libraries or flood control.

Council member Lee Kleinman said a 10-proposition bond package is "a little unusual."

"That's going to be a little bit of a challenge," Kleinman said. "But I think we'll get them all passed."

Adam McGough, who represents Lake Highlands and far northeast Dallas, said 10 propositions could cause confusion.

McGough fought to get a replacement for the Forest Green Branch Library included in the bond package. The funding could be endangered if voters outside of northeastern Dallas look for a way to cut down their tax burden.

Still, McGough is optimistic that won't happen if the city communicates well with voters.

"I really think that anyone who looks at these propositions will see the library proposition as something that must get passed for the city," McGough said.

Both council members said they want to make clear to voters the implications of the bond.

City Council members also expect some tweaks to the bond package — some discretionary funds have yet to be settled — before they formally approve sending the items to voters.

The bond propositions will at least give voters some clarity on the true cost of borrowing money.

Broadnax's memo revealed that after the interest is repaid, the city's taxpayers will have spent closer to \$1.4 billion over the life of the bonds, according to an estimate by the city's financial advisers PFM.

But the money will still represent only a small bite out of the the city's \$10 billion list of needs and wants.

Twitter: @TristanHallman

Dallas mayor proposes new public-private partnership to build Trinity River Park

Filed under [Dallas City Hall](#) at 1 hr ago

Written by

[Tristan Hallman, Dallas City Hall Reporter](#)

Dallas Mayor Mike Rawlings wants a new group with a "single-minded focus" to make a long-awaited park along the Trinity River a reality.

Next week, officials will brief the City Council on a plan to create a "local government corporation" to take on the Trinity River park project. The public-private partnership would be responsible for working out the details of planning and building the new park, which would span 200 acres between the Margaret McDermott Bridge and the Ron Kirk Bridge.

But the move would also mean the park planning would be removed from City Hall. And that's sure to raise some hackles of the mayor's critics who are still smarting from his attempt to hand over Fair Park's operations to a nonprofit.

Rawlings said a local government corporation is needed to take the politics out of the road and keep the park from getting bogged down in bureaucracy.

"You can't build something this big or this quick with that sort of restraint on you," he said. "I'm just very excited about this. We're going to get this park done. We've got the organization in place. Everybody wants the park. Let's just kind of grab each other's arms and let's get it done."

The proposal promises to help make next month a high-water mark in a decades-long debate over what to do with the vast space in the Trinity floodway. In addition to the park proposal, the City Council is primed to vote against the only federally approved option to build a road along the river's east levee. Rawlings is open to killing the road, saying he is tired of the decades-long divide it has created in Dallas politics.

But the park project in a floodway will be complicated. Rawlings said he knows just the man to chair the new group's board and navigate the complexities: Design District developer Mike Ablon.

Ablon, who has sold off his Design District interests, said the undertaking will be "kind of fun" and is important to the city.

"I look at (the Trinity park) as a piece of connective tissue that starts to tie the city back together," Ablon said.

Rawlings said he has two other board nominees in mind -- they must be Dallas residents and registered voters -- and will announce them soon. The council will have to approve all nominees.

The project already has money to get started. Annette Simmons, the widow of the late Dallas billionaire Harold Simmons, announced last year a contingent gift of \$50 million for the Trinity Park Conservancy to design and build the park.

Trinity Park Conservancy Interim Director Brent Brown said the group stands "ready to work with the community to design and build a great park" as soon as the city decides how to proceed.

Other cities have relied on the local government corporation concept to get things done. Austin, for instance, has one to manage the development of Waller Creek.

Houston relies on the Buffalo Bayou Partnership, the equivalent of the Trinity Park Conservancy, to manage the Buffalo Bayou Park in the flood plain. The partnership's president, Anne Olson said the public-private partnership helped move the project along.

"We couldn't do what we do without the public sector, and I don't think they could accomplish what they want to accomplish without us," she said.

The project was aided by a \$30 million private grant, and the city of Houston also kicks in \$2 million a year from downtown tax-increment funds.

Dallas, as the plan has been drafted, won't commit any money to the local government corporation. But future councils could set up funding mechanisms if they wanted to do so.

The city does have \$47 million left from the 1998 bond package for the Trinity project. City officials believe they could use it primarily for flood-control portions of the project if and when the road is nixed.

The local government corporation, as proposed, also won't have the authority to build any highways without the council's approval. And the council could shut down the local government corporation.

But council member Scott Griggs, whose North Oak Cliff district includes part of the park, said he didn't want to rush into an agreement that further separates the Trinity plan from the public.

Griggs, a vocal opponent of a toll road along the Trinity, withheld his own opinion on the proposal but said he wants the city to host public input meetings before moving forward on the plan.

"It's certainly an idea that needs refinement and it needs input," Griggs said.

Mayor Pro Tem Dwaine Caraway also said he wants to make sure the Trinity project isn't handed over without proper vetting. But he's not against the limited-government corporation if doing so helps get the long-discussed park completed quickly.

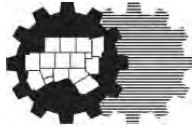
"Hopefully I'll be able to see it come to fruition in my lifetime," Caraway said.

A half-mile bridge that divides Grapevine

THE EDITORIAL BOARD

Fort Worth Star-Telegram

A bridge proposal has divided Grapevine. More than 600 residents attended a meeting to discuss the \$8.1 million bond project that would extend Heritage Avenue, a street that currently dead-ends both sides of Big Bear Creek and Parr Park. Some residents think a new bridge would increase traffic and crime. Others fear it would ruin the nearby trees and trails. Still others think it would be convenient not to have to drive around a large swath of land. The bridge is part of the \$44.1 million bond coming up on a November ballot. Transportation is an important aspect of a growing city. Shorter travel times and easier roads to navigate help build a city's appeal. Not only that, but this particular bridge would give buses a shorter commute to the bus barn and teenagers an alternative to the Texas 121 frontage road. The safety of these young drivers and bus riders is worth the risk of traffic and graffiti. There's much good to come from this half-mile bridge. The naysayers shouldn't convince Grapevine residents otherwise. It would be in the best interest of Grapevine's growth to keep this bridge project in the bond.



**North Central Texas
Council of Governments**

PRESS RELEASE

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New campaign highlights how real North Texans use TEXpress Lanes

Drivers use as option to avoid congestion, see reliability on their commutes

July 17, 2017 (Arlington, Texas) – North Texans will soon see several new videos highlighting how drivers take advantage of TEXpress Lanes to avoid traffic snarls and get to their destinations on time. Along with social media, infographics and resources for community leaders and lawmakers, the videos are part of a multimedia campaign to educate the public about TEXpress Lanes.

The videos feature the testimonies of real North Texans – young professionals, retired people, parents and grandparents – as they drive on TEXpress Lanes and discuss how the lanes give them more reliable commutes and visits to family members.

Transportation partners around the region, including the North Texas Tollway Authority and the Texas Department of Transportation, will also spotlight the testimonials and infographics across their social media platforms in an effort to widely distribute information to drivers about this new transportation option.

Every driver decides when TEXpress is right for them, and TEXpress Lanes are only added to the most congested highways in North Texas, such as IH 635 or IH 820. Drivers seeking a reliable trip with a predictable travel experience simply pay a toll to access the lanes, which typically offer speeds of 50 mph or greater. TollTag users get a discounted rate, and carpoolers also receive lower rates when they register their trip through the Drive On TEXpress mobile app.

The lanes not only improve highway reliability by allowing users to skip the line, but they also lower the stress of commuting. TEXpress Lanes are separated from the general highway lanes to enhance roadway safety and efficiency, and fewer entrance and exit ramps mean merging and weaving are minimized. Electronic signs posted in advance of each ramp make the current toll rate clear to drivers before they access TEXpress Lanes.

Drivers who choose to remain in the general lanes benefit from TEXpress as well, since traffic speeds in general lanes have been shown to increase as tolled lanes attract more users.

Regional Transportation Council member and Parker County Judge Mark Riley proposed the campaign and the videos to help educate North Texans about how to use the lanes.

“North Texas leaders are working together to meet the transportation needs of our growing region. TEXpress Lanes provide a more reliable way for drivers to get where they need to go. I hope North Texans will take advantage of this new transportation option available to them, whether they’re commuting to work or trying to beat traffic home to pick up their kids.”

Learn more about TEXpress Lanes, where they are and how to use them, at www.TEXpressLanes.com.

About the North Central Texas Council of Governments:

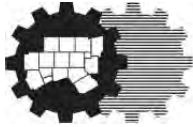
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers. More information can be found at www.nctcog.org.

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North Central Texas
Council of Governments



PRESS RELEASE

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Smoking Vehicle Program Celebrates 10 years

More than 40,000 vehicles have been reported since 2007

July 10, 2017 (Arlington, Texas) – Ever see a vehicle emitting excessive amounts of smoke on the road? You can do something about it, and your action could help the region breathe easier. The North Central Texas Council of Governments is celebrating 10 years of administering the Regional Smoking Vehicle Program, one of several efforts aimed at improving air quality in Dallas-Fort Worth.

Commonly known as RSVP, the program is designed to inform motorists whose vehicles may be emitting excessive smoke from the tailpipe and help them address the issue. With 10 North Texas counties in ozone nonattainment, RSVP allows North Texans to take an active role in the effort to meet the federal standard.

Driving a vehicle with excessive smoke from the tailpipe in Texas is a violation of the state's [Smoking Vehicle Statute](#), which defines a smoking vehicle as one that emits smoke for 10 or more consecutive seconds and/or whose suspended smoke does not fully dissipate within 10 seconds. If you see a vehicle smoking from the tailpipe for a prolonged period of time, you have two primary ways to anonymously report it.

- Dial #SMOKE (#76653) on your mobile phone.
- Report the offending vehicle by visiting www.smokingvehicle.net.

Since 2007, when NCTCOG assumed responsibility for the program in North Texas from the Texas Commission on Environmental Quality, more than 40,000 reports of smoking vehicles have been received, with the majority of reports submitted online. While the phone is a viable option and can result in more accurate reports, it is important that people practice good driving habits and refrain from reporting vehicles while behind the wheel.

Owners of vehicles reported for belching excessive pollutants are sent a letter and brochure explaining the time and location their vehicles were reported, possible causes of the incident, and potential solutions.

Some motorists receiving letters could be eligible to receive assistance with vehicle repair or replacement through the AirCheckTexas Drive a Clean Machine Program. AirCheckTexas helps North Texans who meet the income criteria by providing vouchers of up to \$600 to fix emissions-related problems and up to \$3,500 to replace their aging vehicles. Income and vehicle requirements are available at www.airchecktexas.org.

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.

###

AIR QUALITY PROJECT FUNDING

Regional Transportation Council

August 10, 2017

Lori Clark
Program Manager



North Central Texas
Council of Governments

ZERO-EMISSION VEHICLE REBATE

BACKGROUND & PROPOSAL

Existing Congestion Mitigation and Air Quality Improvement Program (CMAQ) Project:

Emissions Reduction Strategies for Ozone Precursors Including Volatile Organic Compounds Controls and Other Designated Pollutants

Task 1: Administer Vehicle Technology Improvement Projects, \$300,000

Proposal:

Administer Funds as Rebates of up to \$2,500 Each on Public Sector Zero-Emission Vehicles*

Leverage with Fleets for the Future Cooperative Procurement Project

** Contingent on TxDOT Approval and Availability of Funds, as well as Reinstatement of Buy America Waivers for Clean Vehicle Projects*

ELECTRIFIED PARKING SPACE PROJECT

BACKGROUND & PROPOSAL

Subgrant to Convoy Solutions, LLC, DBA IdleAir to Install 80 Electrified Parking Spaces (EPS) at Four Trucking Terminals

**Project Funding: \$300,700 (25%) EPA
 \$779,400 (75%) IdleAir**

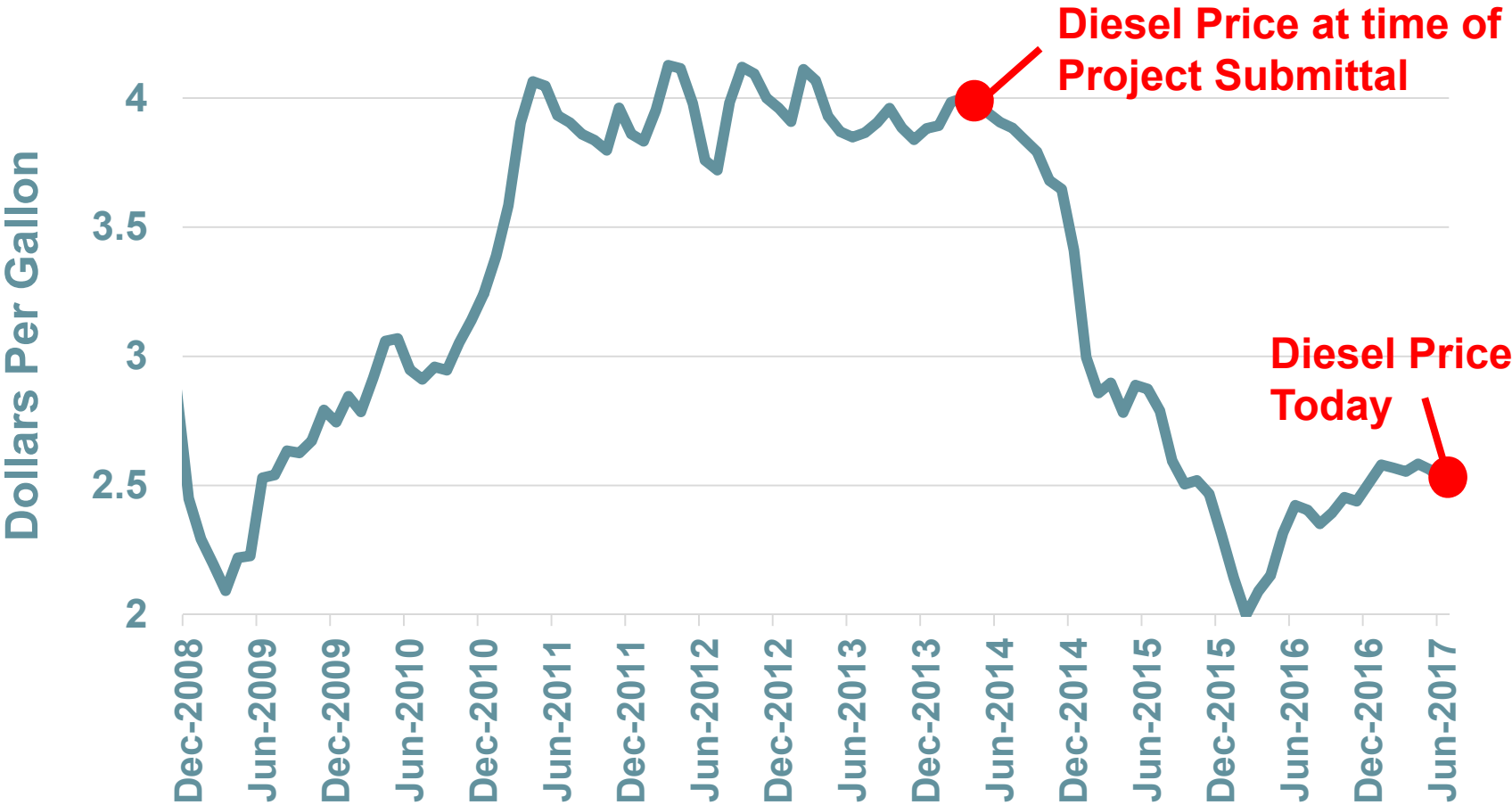
Rescope Project to Approximately 40 EPS at Two Trucking Terminals in the DFW Nonattainment Area

**Project Funding: ~\$100,000 (25%) – EPA
 ~\$100,000 (25%) – CMAQ
 ~\$200,000 (50%) – IdleAir**

ELECTRIFIED PARKING SPACE PROJECT

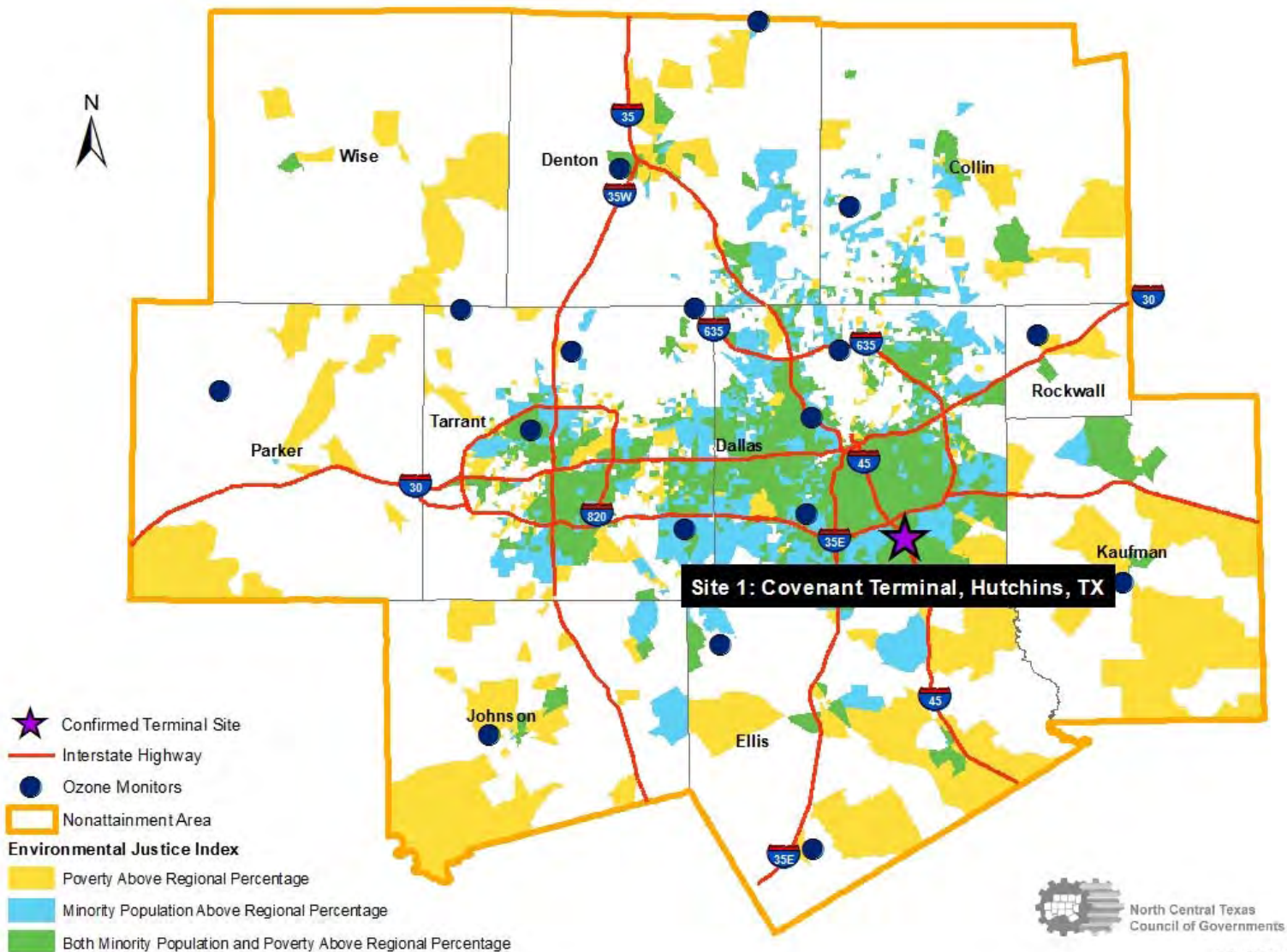
THE CHALLENGE

U.S. Diesel Retail Prices



Source: US Energy Information Administration

EPS PROJECT LOCATION RELATIVE TO OZONE MONITORS AND ENVIRONMENTAL JUSTICE AREAS



*** IdleAir is currently working to confirm the second site location. If the second site cannot be secured to meet project deadlines, funding will be limited to \$50,000 for one location. 5**

DERA 2017 STAFF FUNDING

BACKGROUND & PROPOSAL

Background: NCTCOG Submitted a Grant Proposal to the EPA for DERA Fiscal Year 2017 Funding

Projects to Replace Diesel Vehicles or Equipment Owned by Local Governments or Their Private Sector Contractors

**NCTCOG Request: ~\$2,000,000 EPA Funds for Subgrants
~91,000 EPA Funds for Staff Administration
Match to Come from Subgrantees**

Proposal: Approve Up to \$25,000 RTC Local as “Backstop” for Staff Administration

**Once Subgrant Projects Implemented and Match Collected,
Backstop No Longer Needed**

DERA = Diesel Emissions Reduction Act; RTC = Regional Transportation Council

ACTION REQUESTED

1. Zero Emissions Vehicle Rebate:

Approve Proposed Administration in Conjunction with Fleets for the Future and Proposed Rebate Structure

2. Electrified Parking Spaces at Truck Terminals:

Approve Use of up to \$100,000 CMAQ Funding to Facilitate Implementation

3. Staff Administration on DERA 2017 EPA Proposal:

Approve Use of up to \$25,000 RTC Local as Backstop to Facilitate Staff Effort Until Match Collected

CONTACT INFORMATION

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Program Manager

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North Central Texas
Council of Governments

Automated Vehicle Program: Data Sharing Projects Evaluation Criteria

Regional Transportation Council

**Thomas J. Bamonte
North Central Texas Council of Governments
May 11, 2017**

Automated Vehicle Program Funding Summary

Texas AV Proving Ground Network

- UTA campus/streets - \$350,000
- Second AV shuttle deployment - \$250,000
- I-30 test corridor (Managed Lanes 3.0) - \$1M

Transportation data infrastructure

- Traffic signal data sharing - \$250,000
- Transportation data sharing (Waze/511DFW) - \$250,000

“Mover” prototype - \$575,000

Traffic Signal Data Project



“Texas city takes big step toward self-driving cars with vehicle-to-infrastructure communication”



Evaluation Criteria

Eligibility Requirements

1. Public entity with jurisdiction over traffic signals
2. Public entity is willing to make its traffic signal data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices

Evaluation Criteria

Evaluation Criteria

Amount requested [10%]

Quality of proposed technical solution [60%]

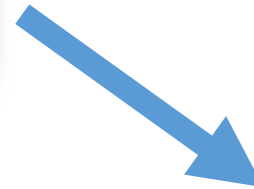
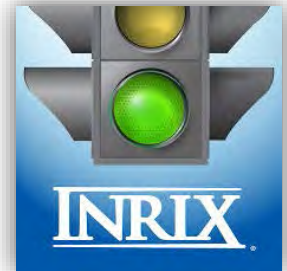
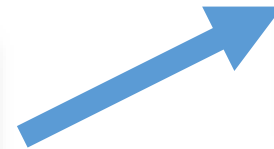
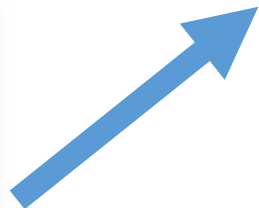
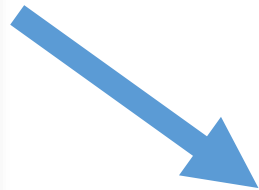
- Number of traffic signals made accessible
- Number on Routes of Significance
- Traffic volumes served by traffic signals
- Connectivity w/other data-sharing jurisdictions
- Ability to share data w/multiple parties

Can implement solution in timely fashion [30%]

Waze/511DFW Data Sharing Project



Data Infrastructure: Regional Approach



1. What Information to Share

Planned road closures

Special events likely to impact traffic

Road closures due to weather or other incidents

2. With Whom to Share Information

Waze/Google Maps: Closures@Google.com

Inrix: Support@Inrix.com

HERE: [HERE Traffic Alerts@here.com](mailto:HERE_Traffic_Alerts@here.com)

3. How to Share

EventRoadClosureForm

Event Road Closure Form

EventID

*Event Name

Reporting Organization

*Event City

Event Recurrence ▼

Event Website

*Event Start Date

*Event End Date

*Event Start Time (24hr) 1PM = 13, 2PM = 14, 3PM = 15, 4PM = 16, 5PM = 17, 6PM = 18, 7PM = 19,

*Event End Time (24hr) 8PM = 20, 9PM = 21, 10PM = 22, 11PM = 23, 12 AM = 00, 1AM = 01 etc

StreetEventInfo subform

*Street Being Closed ▼ EventID

*Closure Direction ▼

*Closed From: ▼ *TO: ▼

Google Map Link

Record: 1 of 2 | No Filter | Search

EventSentToProvidersYI Event Sent Date

Evaluation Criteria

Eligibility Requirements

1. Public entity with jurisdiction over highways/streets or transit system
2. Public entity is willing to make its highway and traffic or transit conditions data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices

Evaluation Criteria

Evaluation Criteria

Amount requested [10%]

Quality of proposed technical solution [60%]

- Routes of Significance in community
- Traffic volumes
- Population
- Connectivity
- Ability to share data with multiple parties

Ability to implement proposed solution in a timely fashion [30%]

Positive Proposal Elements

1. Join the Waze Connected Citizens Program: <https://www.waze.com/ccp>
2. Coordinate transportation data sharing with 911 Operations
3. Utilize .xml data feeds
4. Team with neighboring communities

Recommendation

Approve the evaluation criteria for the traffic signal data sharing and Waze/511DFW projects

Contact Information

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[@TomBamonte](#)

Traffic Signal Data Sharing Grant Applications

PROPOSED GRANT AWARDS: TRAFFIC SIGNAL DATA SHARING

Applicant	Amount Requested	Number of Traffic Signals	Routes of Significance	Award	Completion in 90 days	Comments
Grand Prairie	\$25,000	199	Yes	\$25,000	Yes	Future connections with Arlington and Dallas/Irving/Richardson; IH 30 and IH 20 corridors.
Flower Mound	\$25,000	68	Yes	\$25,000	Yes	Part of coordinated effort by cities on Trafficware platform; solution will support data sharing to multiple parties.
Garland	\$25,000	192	Yes	\$25,000	Yes	Major regional city; future connection with Dallas/Irving/Richardson.
Arlington	\$25,000	348	Yes	\$25,000	Yes	Major regional city; connection with Grand Prairie; IH 30 and IH 20 corridors; supports connected vehicle application.
Plano	\$25,000	236	Yes	\$25,000	Yes	Part of coordinated effort by cities on Trafficware platform; solution will support data sharing to multiple parties.
Grapevine	\$25,000	75	Yes	\$25,000	Yes	Part of coordinated effort by cities on Trafficware platform; solution will support data sharing to multiple parties.
Frisco	\$25,000	124	Yes	\$25,000	Yes	Part of coordinated effort by cities on Trafficware platform; solution will support data sharing to multiple parties.
TxDOT	\$25,000	5	No	\$25,000	Yes	TxDOT exploring alternative to two existing traffic signal data sharing solutions; solution scalable to more signals as they are upgraded. Significant traffic volumes on routes.
Flower Mound	\$18,200	31	Yes	\$0	Yes	Proposal focuses on fiber installation rather than data sharing. Project appears worthy and candidate for other funding programs to improve fiber connectivity.
TxDOT	\$25,000	69	No	\$0	No	Good candidate for any second phase funding if by that time TxDOT is closer to timely implementation.

Total Awards **\$200,000**

Program Total **\$250,000**

Balance **\$50,000**

511DFW/WAZE Grant Applications

PROPOSED GRANT AWARDS: 511DFW/WAZE

Applicant	Amount Requested	Connected Citizens Program Member	Award	Completion in 90 days	Comments
Arlington	\$25,000	Yes	\$25,000	Yes	Major regional city; connection with Grand Prairie; IH 30 and IH 20 corridors; host of major events with regional traffic implications.
Crowley	\$16,500	No	\$16,500	Yes	Funding conditioned on agreement to (1) join the Waze Connected Citizens Program, (2) implement data sharing with Waze, and (3) refrain from spending grant money on a standalone app.
Frisco	\$25,000	Yes	\$25,000	Yes	Promising (1) integration with emergency responder services via Frisco's SAFER program, (2) use of Waze data stream for travel time monitoring/traffic signal system management, and (3) real-time school zone alerts.
Garland	\$15,000	Yes	\$15,000	Yes	Major regional city.
Grand Prairie	\$25,000	Yes	\$25,000	Yes	Connection with Arlington and Fort Worth; IH 30 and IH 20 corridors.
Plano	\$25,000	Yes	\$25,000	Yes	Commitment to develop applications/use cases that will be shared with the region.

Total Awards **\$131,500**

Program Total **\$250,000**

Balance **\$118,500**

FUNDING CHANGES NEEDED IN ORDER TO FULLY FUND PREVIOUS RTC COMMITMENTS ON PROPOSITION 1 PROJECTS

CSJ	County	Highway	Limits	Description	Let Date	Inflated Cost	Funding Category	Current Funding Amount	Total Current Funding	Revised Funding Category	Revised Funding Amount	Total Revised Funding Amount	Comments
1567-01-037	Denton	FM 720	South of Martop to US 380	Widen two lane rural to six lanes urban divided	Mar-2018	\$18,906,721	Proposition 1	\$19,753,553	\$19,800,000	Proposition 1	\$19,753,553	\$19,753,553	Has state environmental clearance, so must maintain Proposition 1 funding; leave excess funding until project bids; remove Category 1 funds
							Category 1	\$46,447		Category 1	\$0		
0081-03-048	Denton	US 377	From Henrietta Creek Rd to SH 114 (Section 5)	Reconstruct and widen 2/4 to 4 lane divided urban	Apr-2018	\$13,747,771	Proposition 1	\$14,099,162	\$14,963,006	Proposition 1	\$0	\$13,972,275	Take Category 2 funding from US 380 (CSJ 0135-10-050) due to CMAQ eligible costs on US 380; remove Category 1 funds; add CMAQ funds for intersection improvements, signals, and bicycle/pedestrian improvements
							Category 1	\$863,844		Category 1	\$0		
										Category 2	\$12,050,000		
										Category 5	\$1,922,275		
0081-03-046	Denton	US 377	At SH 114 in Roanoke	Replace bridge and approaches	Apr-2018	\$2,369,094	Proposition 1	\$0	\$0	Proposition 1	\$0	\$2,369,094	Included in the US 377 overall contract; project being funded with a mix of Category 6 Bridge funds and Traditional Category 1 funds; add CMAQ funds for pedestrian improvements
							Category 1	\$0		Category 1	\$167,619		
							Category 6	\$0		Category 6	\$2,190,361		
										Category 5	\$11,114		
0353-02-053	Denton	BS 114K	At UP RR Underpass in Roanoke	Replace railroad underpass and improve BS 114-K drainage	Apr-2018	\$10,123,776	Proposition 1	\$7,065,800	\$9,065,800	Proposition 1	\$0	\$11,052,921	Take \$7.5M Category 2 funding from US 380 (CSJ 0135-10-050) due to CMAQ eligible costs on US 380; add CMAQ funds for intersection improvements, signals, and bicycle/pedestrian improvements; cost estimate is still uncertain, so leaving excess funding on the project
							Category 6	\$2,000,000		Category 6	\$3,000,000		
										Category 2	\$7,500,000		
										Category 5	\$552,921		
1051-01-037	Ellis	FM 664	From Westmoreland Road to IH 35E in City of Red Oak	Widen from 2 lanes to 6 lanes urban divided, including intersection improvements	May-2018	\$37,040,607	Proposition 1	\$14,876,669	\$31,971,068	Proposition 1	\$0	\$37,628,007	\$17.1M in Category 2 funds taken from later phase of FM 664 (CSJ 1051-01-052) to enable this earlier phase to proceed to construction in FY 2018; propose adding balance using FY 2027 funding when the Texas Transportation Commission makes those funds available for programming (the additional funding is reflected in the revised funding amount); add CMAQ funds for intersection improvements, signals, and pedestrian improvements; change Category 1 funds to Category 11 funds
							Category 1	\$1,921,068		Category 1	\$0		
							Category 7	\$15,173,331		Category 7	\$15,173,331		
										Category 2	\$17,100,000		
										Category 11	\$1,921,068		
										Category 5	\$3,433,608		
2679-02-008	Collin	FM 2514	From FM 2551 to West of FM 1378	Reconstruct 2 lane rural to 4 lane (ultimate 6 lane) urban divided	May-2018	\$16,783,550	Proposition 1	\$19,000,000	\$21,000,000	Proposition 1	\$0	\$16,802,000	Take \$13.6M Category 2 funding from FM 2551 (CSJ 2056-01-042) as it is letting later; add CMAQ funds for intersection improvements and pedestrian improvements
							RTR	\$2,000,000		RTR	\$2,000,000		
										Category 2	\$13,600,000		
										Category 5	\$1,202,000		
0081-04-025	Denton	US 377	From IH 35E to South of FM 1830	Widen two lane rural to six lane divided urban section	Jul-2018	\$26,000,000	Proposition 1	\$10,680,752	\$10,780,752	Proposition 1	\$22,627,983	\$26,727,983	Has state environmental clearance, so must leave Proposition 1 funds; take \$1.09M Category 2 funds from US 380 (CSJ 0135-10-050) due to CMAQ eligible costs on US 380; add CMAQ funds for intersection improvements and bicycle/pedestrian improvements
							RTR	\$100,000		RTR	\$100,000		
										Category 2	\$1,098,811		
										Category 5	\$2,901,189		
0081-04-035	Denton	US 377	At UP RR Overpass	Replace railroad overpass	Jul-2018	\$12,000,000	Proposition 1	\$2,269,248	\$6,960,154	Proposition 1	\$6,288,890	\$12,479,796	Increase Proposition 1 funds due to cost overruns; take \$1.5M Category 2 from US 380 (CSJ 0135-10-050) due to CMAQ eligible costs on US 380
							RTR	\$4,690,906		RTR	\$4,690,906		
										Category 2	\$1,500,000		
1290-02-017	Rockwall	SH 276	From SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban ultimate 6	Feb-2018	\$16,547,045	Proposition 1	\$16,861,655	\$16,861,655	Proposition 1	\$0	\$16,558,000	Take \$14.9M Category 2 from US 380 (CSJ 0135-10-050) due to CMAQ eligible costs on US 380; add CMAQ funds for intersection improvements, signals, and pedestrian improvements
										Category 2	\$14,900,000		
										Category 5	\$1,658,000		
1290-03-027	Rockwall	SH 276	From FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (ultimate 6)	Feb-2018	\$768,731	Proposition 1	\$800,000	\$800,000	Proposition 1	\$0	\$800,000	Remove Proposition 1 funds; take \$800,000 Category 2 from US 380 (CSJ 0135-10-050) due to CMAQ eligible costs on US 380
										Category 2	\$800,000		
0353-05-120	Dallas	SL 12	At Skillman	Reconstruct grade separation as a SPU	Jan-2022	\$18,154,431	Proposition 1	\$15,000,000	\$16,116,185	Proposition 1	\$0	\$18,316,185	Move \$17.2M Category 4-3C funding from Dallas IH 35E managed lane project (CSJ 0442-02-159), as this project will let earlier; will add balance to IH 35E project using FY 2027 funding when the Texas Transportation Commission makes those funds available for programming (the additional funding is reflected in the revised funding amount)
							Category 1	\$1,116,185		Category 1	\$1,116,185		
										Category 4-3C	\$17,200,000		

FUNDING CHANGES NEEDED IN ORDER TO FULLY FUND PREVIOUS RTC COMMITMENTS ON PROPOSITION 1 PROJECTS

CSJ	County	Highway	Limits	Description	Let Date	Inflated Cost	Funding Category	Current Funding Amount	Total Current Funding	Revised Funding Category	Revised Funding Amount	Total Revised Funding Amount	Comments
0430-01-057	Dallas	SH 352	North of Kearney Street to US 80 EB frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway	Apr-2019	\$10,726,868	Proposition 1	\$6,045,000	\$8,460,000	Proposition 1	\$0	\$11,016,700	Take \$7.4M Category 2 funding from US 380 (CSJ 0135-10-050) due to CMAQ eligible costs; take \$500,000 Category 2 funding from SH 78 (CSJ 0009-02-067) due to CMAQ eligible costs; sdd CMAQ funding for intersection improvements and pedestrian improvements; Change Category 1 funds to Category 11 funds
							Category 1	\$400,000		Category 1	\$0		
							Category 12 Revolver	\$2,015,000		Category 12 (MPO Revolver)	\$2,015,000		
										Category 2	\$7,900,000		
										Category 11	\$400,000		
		Category 5	\$701,700										
1015-01-023	Rockwall	FM 3549	From IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided	May-2018	\$10,808,275	Proposition 1	\$9,482,820	\$10,256,618	Proposition 1	\$0	\$10,883,298	Take \$9.25M Category 2 funding from US 380 (CSJ 0135-10-050) due to CMAQ eligible costs; sdd CMAQ funding for intersection improvements, signals, and pedestrian improvements; vchange Category 1 funds to Category 11 funds
							Category 1	\$773,798		Category 1	\$0		
										Category 2	\$9,250,000		
										Category 11	\$773,798		
										Category 5	\$859,500		
2056-01-042	Collin	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	Jan-2020	\$44,570,571	Proposition 1	\$0	\$38,099,111	Proposition 1	\$0	\$44,570,571	Move \$13.6M Category 2 funding to FM 2514 (CSJ 2679-02-008); Add \$13.6M in Category 2 to outer year (FY 2027) once the Texas Transportation Commission makes those funds available for programming (the additional funding is reflected in the revised funding amount); utility delay issues on this project; sdd \$6,471,460 Category 2 funds due to cost overrun
							Category 2	\$38,099,111		Category 2	\$44,570,571		
2964-01-048	Dallas	SH 161	South of SH 183 to North of Belt Line Rd	Widen and reconstruct 4 lane (6 lanes during peak period) to 8 general purpose lanes	Jun-2018	\$57,000,000	Proposition 1	\$0	\$62,000,000	Proposition 1	\$0	\$57,000,000	Move \$25M Category 12 funding to LBJ East Phase III (CSJ 2374-02-053) in exchange for \$25M Category 4-3C; move \$32M + \$5M more (as it is not needed on SH 161) Category 12 to IH 35E (CSJ 0442-02-159) and move \$32M Category 4-3C back to SH 161 to make the project whole; these funding exchanges advance this project to FY 2018, as it will be ready to let then and the other two projects will not be ready; also, Category 12 funds are not formally awarded by the Commission, so another category (4-3C) must be used
							Category 12 Clear Lanes	\$62,000,000		Category 12 Clear Lanes	\$0		
										Category 4-3C	\$57,000,000		
0135-10-050	Denton	US 380	US 377 to West of CR 26 (County Line)	Widen 4 to 6 lanes divided urban w/ ^{with} improvements new grade separations at FM 423, FM 720, Navo Rd, Teel Pkwy, and Legacy Dr	May-2021	\$129,360,761	Proposition 1	\$0	\$101,928,061	Proposition 1	\$0	\$129,728,061	Add CMAQ funds for several new grade separations along the US 380 corridor, along with intersection improvements and pedestrian improvements; move earlier fiscal year Category 2 funding to other projects (\$54.49M) and replace with out-year Category 2 funding (FY 2027) once the Texas Transportation Commission makes those funds available for programming; add funding due to higher cost estimate
							Category 2	\$87,650,941		Category 2	\$51,250,941		
							Category 7	\$14,277,120		Category 7	\$14,277,120		
										Category 5	\$64,200,000		
2374-02-053	Dallas	IH 635	West of the KCS RR (West of SH 78) to IH 30 (Phase III)	Widen 8 to 10 GP lanes, reconstruct existing 2 to 4 concurrent HOV/MGD lanes, reconstruct existing 4/6 discontinuous to continuous frontage roads & IH 30 interchange	Jul-2020	\$876,830,295	Proposition 1	\$0	\$450,000,000	Proposition 1	\$0	\$181,000,000	On IH 635 East Funding Changes page, moved \$100M Category 12 to the North/South Arterials project in Collin County (in order to add Category 2 to the IH 635E Phase I project); moved \$25M Category 4-3C and \$44M Category 12 from IH 635E Phase II (this project) to US 380 project (from Denton County line to Hunt County line); move \$25M Category 4-3C funds from this project to SH 161 and replace it with \$25M Category 12 funds from SH 161 project (CSJ 2964-01-048); move \$25M Category 4-3C from this project to IH 35E at FM 664 and replace it with \$25M Category 12 from the IH 35E at FM 664 project
							Category 4-3C	\$200,000,000		Category 4-3C	\$125,000,000		
							Category 2	\$100,000,000					
							Category 12 Clear Lanes	\$150,000,000		Category 12 Clear Lanes	\$56,000,000		

FUNDING CHANGES NEEDED IN ORDER TO FULLY FUND PREVIOUS RTC COMMITMENTS ON PROPOSITION 1 PROJECTS

CSJ	County	Highway	Limits	Description	Let Date	Inflated Cost	Funding Category	Current Funding Amount	Total Current Funding	Revised Funding Category	Revised Funding Amount	Total Revised Funding Amount	Comments
0009-02-067	Dallas	SH 78	At Gaston	Reconfigure intersection	Aug-2021	\$5,088,631	Proposition 1	\$0	\$4,500,000	Proposition 1	\$0	\$5,500,000	Reduce Category 2 funds by \$3.5M; add CMAQ for intersection improvements
							Category 2	\$4,500,000		Category 2	\$1,000,000		
										Category 5	\$4,500,000		
1051-01-052	Ellis	FM 664	FM 1387 to Westmoreland Rd	Widen 2 lane rural highway to 4 lane divided urban	Sep-2023	\$25,000,000	Proposition 1	\$0	\$25,000,000	Proposition 1	\$0	\$25,000,000	Delay \$17.9 M to out-year (FY 2027) in order to let FM 664 (CSJ 1051-01-037) in FY 2018; will add balance using FY 2027 funding when the Texas Transportation Commission makes those funds available for programming (the additional funding is reflected in the revised funding amount)
							Category 2	\$25,000,000		Category 2	\$25,000,000		
0442-02-159	Dallas	IH 35E	IH 20 to US 67	Construct 0 to 1 reversible HOV/managed lane	Aug-2027	\$60,000,000	Proposition 1	\$0	\$55,000,000	Proposition 1	\$0	\$60,000,000	Move \$32M FY 2018 Category 4-3C funding to SH 161 project (CSJ 2964-01-048); delay \$17.2M of Category 4-3C to FY 2027 in order to fund Skillman SPU in FY 2019; add \$37M in Category 12 Clear Lanes funds from SH 161 (CSJ 2964-01-048)
							Category 4-3C	\$55,000,000		Category 4-3C	\$23,000,000		
										Category 12 Clear Lanes	\$37,000,000		
0442-03-042	Ellis	IH 35E	at FM 664	Construct interchange	Sep-2021	\$25,000,000	Proposition 1	\$0	\$25,000,000	Proposition 1	\$0	\$25,000,000	Move \$25M of Category 12 to LBJ East Phase III (CSJ 2374-02-053) and replace with \$25M of Category 4-3C from LBJ East Phase III (CSJ 2374-02-053)
							Category 12	\$25,000,000		Category 12	\$0		
										Category 4-3C	\$25,000,000		
						1,416,827,126		903,562,410	928,562,410			726,158,444	

Total CMAQ Funds Requested	\$81,942,307
Current Category 2 Funds	\$255,250,052
Revised Category 2 Funds	\$207,520,323
Current Category 4 Funds	\$255,000,000
Revised Category 4 Funds	\$247,200,000
Current Category 12 Funds	\$239,015,000
Revised Category 12 Funds	\$95,015,000

**10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
Changes Associated with Funding the IH 635 East Project¹**

County	Facility	Limits	Comments	RTC Approved Funding	FY 2017 - FY 2026									
					1	2	3	4	5	6	7	8	9	
					Cat 2 FTW \$1,195,040,000	Cat 2 DAL \$2,176,960,000	Cat 2 Hunt \$50,000,000	Cat 4 FTW \$488,793,600	Cat 4 DAL \$1,038,686,400	Cat 4 Hunt \$0	Cat 12 FTW \$651,171,200	Cat 12 DAL \$1,383,738,800	Cat 12 Hunt \$0	
Collin	North/South Arterials	West and East of Lake Lavon	Collin County Roadway Action Plan #4	\$200,000,000		\$0 \$100,000,000							\$200,000,000 \$100,000,000	
Collin	Regional Outer Loop	DNT to SH 121	Collin County Roadway Action Plan #2	\$100,000,000		\$0 \$100,000,000							\$100,000,000	
Collin	Regional Outer Loop	US 380 to Rockwall County line; North/South Arterial	Collin County Roadway Action Plan #4; Other candidate projects TBD	\$50,000,000		\$0 \$50,000,000							\$50,000,000	
Collin	US 380	Denton County Line to Hunt County Line	Includes McKinney Bypass; other candidate projects TBD; Collin County Roadway Action Plan #3	\$252,000,000		\$1,000,000 \$70,000,000				\$175,000,000 \$150,000,000			\$76,000,000 \$32,000,000	
Dallas	IH 35E	US 67 to IH 20	Southern Gateway Final Phase (Non-tolled Managed Lanes)	\$60,000,000						\$23,000,000 \$55,000,000			\$37,000,000	
Dallas	IH 635 (E) Phase I	US 75 to Royal/Miller Rd.	Anticipate investment from the private sector	\$469,000,000 \$50,000,000		\$469,000,000 \$50,000,000								
Dallas	IH 635 (E) Phase II ^{2,3}	Royal/Miller Rd. to SH 78		\$112,738,800 \$262,738,800									\$112,738,800 \$262,738,800	
Dallas	IH 635 (E) Phase III ^{2,3}	SH 78 to IH 30		\$181,000,000 \$450,000,000		\$0 \$100,000,000				\$125,000,000 \$175,000,000 \$200,000,000			\$56,000,000 \$6,000,000 \$150,000,000	
Dallas	SH 161	PGBT/Belt Line Rd. to SH 183	Non-tolled segment; widening to 8 mainlanes	\$57,000,000						\$57,000,000			\$62,000,000	
Ellis	IH 35E	At FM 664		\$25,000,000						\$25,000,000			\$0 \$25,000,000	

Notes:
 1: This spreadsheet only shows the projects affected by this funding change. The total funding in each county stayed the same.
 2: IH 635 East between Royal/Miller Road and IH 30 is receiving 100% of the toll revenue collected between US 75 and Royal/Miller Road.
 3: IH 635 East is a candidate to receive the \$300,000,000 in Dallas County contingency funds.

LEGEND:
 Black Text = Currently approved funding
 Red Text = Changes proposed originally
 Blue Text = Additional changes proposed by TxDOT

Explanation of Changes Outlined Above:

- Move \$100M Category 2 from IH 635 East Phase III to IH 635 East Phase I
- Move \$100M Category 2 from North/South Arterial in Collin County to IH 635 East Phase I
- Replace \$100M on North/South Arterial in Collin County with Category 12 from IH 635 East Phase III
- Move \$100M Category 2 from Regional Outer Loop (from DNT to SH 121) to IH 635 East Phase I
- Replace \$100M on Regional Outer Loop (from DNT to SH 121) with Category 12 from IH 635 East Phase II
- Move \$50M Category 2 from Regional Outer Loop (from US 380 to Rockwall County line) to IH 635 East Phase I
- Replace \$50M on Regional Outer Loop (from US 380 to Rockwall County Line) with Category 12 from IH 635 East Phase II
- Move \$69M Category 2 from US 380 (from Denton County Line to Hunt County Line) to IH 635 East Phase I
- Replace \$69M Category 2 with \$25M Category 4 from IH 635 Phase III and \$44M Category 12 from IH 635 East Phase III
- Move \$32M Category 4 from IH 35E to SH 161
- Replace with \$32M Category 12 and \$5M more Category 12 from SH 161 (as not needed on SH 161) to IH 35E
- Move \$25M Category 12 from SH 161 to IH 635 East Phase III
- Replace \$25M on SH 161 with Category 4-3C from IH 635 East Phase III
- Move \$25M Category 12 from IH 35E at FM 664 to IH 635 East Phase III
- Replace \$25M Category 12 with \$25M Category 4-3C from IH 635 East Phase III

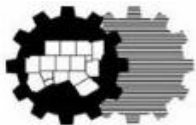
Policy Points:

Initially, advance Category 2 funding to IH 635 East from US 75 to Royal/Miller.
 Intention is to identify funding for whole corridor (from US 75 to IH 30, including the interchange at IH 30).

FUNDING CHANGES TO IH 635 EAST AND PROPOSITION 1 PROJECTS

Regional Transportation Council

August 10, 2017



North Central Texas
Council of Governments
Transportation Department

2017-2018 CMAQ/STBG PROJECT FUNDING PROGRAMS

The Programs include:

Federal/Local Funding Exchanges

Automated Vehicle Program

Strategic Partnerships

Planning and Other Studies

10 Year Plan/Proposition 1 Adjustments

Sustainable Development Phase 4: Turnback Program,
Context Sensitive, Transit Oriented Development (TOD)
Projects

Transit Program

Assessment Policy Program(s)/Project(s)

Local Bond Program Partnerships

Safety, Innovative Construction, and Emergency Projects

Management and Operations (M&O), NCTCOG-
Implemented, and Regional/Air Quality Programs

2017-2018 CMAQ/STBG FUNDING PROGRAM: 10-YEAR PLAN/PROPOSITION 1 ADJUSTMENTS

This action is the first phase of the 10-Year Plan and Proposition 1 Adjustments program.

These changes are needed early for inclusion in the 2018 Unified Transportation Program (UTP).

The second phase of this program will be brought back and will include:

- Year-of-Expenditure/Total Project Cost updates
- Adjustments due to revised construction costs
- Adjustments due to changes in funding allocations

PROPOSITION 1 FUNDING ADJUSTMENTS

In 2015, the Regional Transportation Council (RTC) approved Proposition 1 funding for Fiscal Years 2015-2019.

Since that time, revenue projections have been reduced.

As projects have let or have been implemented, there are cost overruns and underruns.

Funding adjustments are needed on several projects.

PROPOSED PROPOSITION 1 FUNDING ADJUSTMENTS

Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds (\$81,942,307) are being requested for eligible expenses.

All projects will remain funded.

Several projects will be pushed to FY 2027 temporarily.

IH 635 EAST PROJECT

The Texas Legislature declined to approve a bill that would have authorized IH 635 East to be funded through a Comprehensive Development Agreement (CDA).

The Texas Department of Transportation (TxDOT) and the RTC must develop a new funding partnership in order to implement this project.

If the whole project is not funded, the project will be built from West to East.

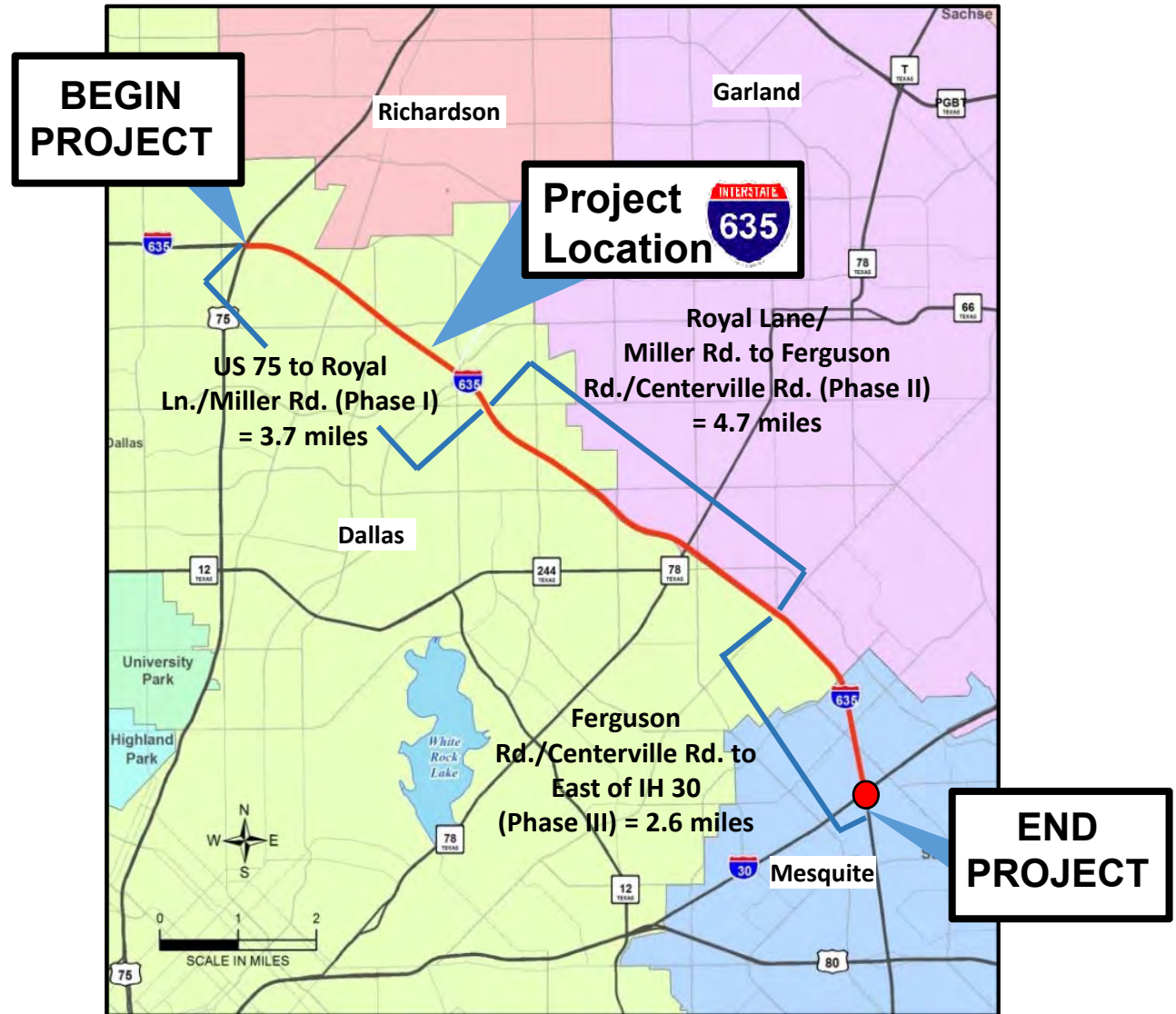
Initial focus is on Phase 1 of the IH 635 East Project, from US 75 to Royal/Miller Road (i.e., contingency)

Project includes tolled managed lanes

PROJECT LOCATION

Project
Limits: US
75 to IH 30

Project
Length: 11
miles



Source: Texas Department of Transportation

PROPOSED IH 635 EAST PROJECT FUNDING CHANGES

Reallocate existing toll-eligible funding (i.e., Category 2) from the 10-Year Plan to IH 635 East Phase 1.

Proposed action moves Category 2 funds from later phases of IH 635 East and 4 projects in Collin County to IH 635 East, Phase 1 (i.e., trading funding sources).

The funds from those four projects were replaced with Category 4 and 12 funds from later phases of IH 635 East.

The total funding in each county remains the same.

All four Collin County projects were made whole.

Funding temporarily reduced on later phases of IH 635 East

POSSIBLE FUNDING SOLUTIONS FOR FUTURE PHASES OF IH 635 EAST

Phase 1 would be fully funded with \$469 million of Category 2 funds (Skillman/Audelia and IH 635 East built together).

The rest of the project would still have \$293.7 million in Category 4 and 12 funds.

Later phases would receive 100% of toll revenue from Phase 1 until fully funded.

IH 635 East is a candidate to receive the \$300 million in Dallas County contingency funds set aside in the Regional 10-Year Plan.

There are potential proprietary agreements with private sector partners that may include a TIFIA loan.

Texas Transportation Commission (TTC) review of the UTP is pending.

A potential federal funding initiative could be utilized (e.g., national infrastructure programs).

There is the option of tolling the entire corridor.

REQUESTED ACTION

RTC Approval of:

Funding changes to the affected Proposition 1 projects as summarized in Reference Item 6.1

Funding changes to fully fund the IH 635 East Phase 1 project as summarized in Reference Item 6.2

Reviewing options to build IH 635 East as a single project.

Administratively amending the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate these changes.

QUESTIONS?

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STATUS OF TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS
IN THE DALLAS-FORT WORTH REGION

TIP CODE	CSJ	IMPLEMENTING AGENCY	FACILITY/PROJECT LIMITS FROM	PROJECT LIMITS TO	PROJECT DESCRIPTION	ORIGINALLY PROGRAMMED FUNDING FY	CURRENT FUNDING FY	FEDERAL FUNDS OBLIGATED	TOTAL FEDERAL TAP FUNDS PROGRAMMED	MATCH TO FEDERAL FUNDS	TOTAL TAP FUNDING PROGRAMMED	UNOBLIGATED FEDERAL FUNDS AT RISK OF LAPSING	RISK OF MISSING FY2017 OBLIGATION DEADLINE
53125	0902-48-697	TXDOT FORT WORTH	ON WHITE SETTLEMENT ROAD	AT BYPASS CHANNEL IN FORT WORTH	CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL FOR TRINITY RIVER NEAR CBD OF FORT WORTH	2014	2014	\$ 3,000,000	\$ 3,000,000	\$ 750,000	\$ 3,750,000	\$ -	FULLY OBLIGATED
Total for FY2014								\$ 3,000,000	\$ 3,000,000	\$ 750,000	\$ 3,750,000	\$ -	
40024	0918-47-138	DALLAS	ROSEMONT SAFE ROUTES TO SCHOOL PROJECT; BOUNDED BY KESSLER PWKY ON THE NORTH, CEDAR HILL AVE ON THE EAST,	W 12TH ST ON THE SOUTH, AND MARY CLIFF RD ON THE WEST	PRELIMINARY ENGINEERING FOR VARIOUS SAFE STREET BIKE/PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC CALMING MEASURES IN THE ROSEMONT NEIGHBORHOOD	2015	2016	\$ 80,000	\$ 80,000	\$ 20,000	\$ 100,000	\$ -	FULLY OBLIGATED
40030 ¹	0918-47-141	GRAND PRAIRIE	CITY WIDE SAFE ROUTES TO SCHOOL IMPROVEMENTS AND SIDEWALK IMPROVEMENTS	IN PROXIMITY TO VARIOUS SCHOOLS IN GRAND PRAIRIE	CITY WIDE SAFE ROUTES TO SCHOOL IMPROVEMENTS AND SIDEWALK IMPROVEMENTS	2016	2016	\$ 390,684	\$ 390,684	\$ -	\$ 390,684	\$ -	FULLY OBLIGATED
40006	0918-47-143	MESQUITE	MILITARY PARKWAY TRAIL FROM SAM HOUSTON	RODEO CENTER BOULEVARD	CONSTRUCT APPROXIMATELY 1.6 MILE BIKE/PEDESTRIAN TRAIL	2016	2016	\$ 1,950,351	\$ 1,950,351	\$ 488,588	\$ 2,438,939	\$ -	FULLY OBLIGATED
40011	0918-24-215	PRINCETON	ALONG NORTH SIDE OF COLLEGE AVE FROM COMMUNITY PARK TO NORTH SECOND ST, ALONG NORTH SIDE OF MCKINNEY AVE FROM NORTH FOURTH ST TO N SIXTH ST,	ALONG WEST SIDE OF NORTH SIXTH ST (FM 1377) TO EAST WILLOW LANE AND ALONG E PRINCETON DR (US 380) FROM N FOURTH ST TO WEST OF FM 458	SAFE ROUTES TO SCHOOL PROJECT; SIDEWALKS	2016	2016	\$ 440,000	\$ 440,000	\$ 110,000	\$ 550,000	\$ -	FULLY OBLIGATED
Total for FY2016								\$ 2,861,035	\$ 2,861,035	\$ 618,588	\$ 3,479,623	\$ -	
40002	0747-04-073	ARLINGTON	SOUTH COOPER ST SAFE SCHOOL CROSSING AT THE INTERSECTION OF SOUTH COOPER	SNOOTY FOX DRIVE/COOPER SQUARE CIRCLE	TRAFFIC SIGNAL AND CROSSWALKS	2016	2017	\$ 102,035	\$ 448,500	\$ -	\$ 448,500	\$ 346,465	LOW
40004	0902-90-024	ARLINGTON	RIVER LEGACY PARK TRAIL EXTENSION FROM CURRENT EASTERN ENDPOINT	SH 360	CONSTRUCT APPROXIMATELY 0.5 MILE BIKE/PEDESTRIAN TRAIL EXTENSION	2017	2017	\$ 104,772	\$ 574,999	\$ 472,281	\$ 1,047,280	\$ 470,227	LOW
40027	0918-47-136	CEDAR HILL	FM 1382--HIKE AND BIKE TRAIL FROM CEDAR HILL STATE PARK ENTRANCE NORTH	JOE POOL LAKE OVERLOOK ENTRANCE	CONSTRUCT APPROXIMATELY 2 MILES OF SHARED-USE PATH (PHASE 2)	2017	2017	\$ 195,650	\$ 2,999,966	\$ 999,989	\$ 3,999,955	\$ 2,804,316	FULLY OBLIGATED
40008.1	0136-12-026	COMMERCE	BS 224B FROM LIVE OAK STREET (BUS 244B) FROM SH 24	WASHINGTON STREET	SIDEWALK IMPROVEMENTS ALONG SOUTH SIDE OF LIVE OAK; ON-SYSTEM	2016	2017	\$ 122,531	\$ 471,698	\$ 90,706	\$ 562,404	\$ 349,167	HIGH

¹\$185,089 Federal TAP funds transferred from TIP 40030 (Grand Prairie Safe Routes to Schools) to TIP 20212 (IH 20 from Carrier Parkway to FM 1382/Belt Line) during the November 2016 TIP modification cycle. Funding was transferred to build sidewalks that were originally included in Grand Prairie's Safe Routes to School project via the IH 20 project instead. As a result, TIP 20212 was added to this list.

LOW RISK - Project on schedule to let in FY2017

MODERATE RISK - Project scheduled to let in FY 2017, but based on information received, there is a potential for delays

HIGH RISK - Project not likely to meet FY2017 deadline

FULLY OBLIGATED - All federal funds programmed to the project have obligated

**STATUS OF TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS
IN THE DALLAS-FORT WORTH REGION**

TIP CODE	CSJ	IMPLEMENTING AGENCY	FACILITY/PROJECT LIMITS FROM	PROJECT LIMITS TO	PROJECT DESCRIPTION	ORIGINALLY PROGRAMMED FUNDING FY	CURRENT FUNDING FY	FEDERAL FUNDS OBLIGATED	TOTAL FEDERAL TAP FUNDS PROGRAMMED	MATCH TO FEDERAL FUNDS	TOTAL TAP FUNDING PROGRAMMED	UNOBLIGATED FEDERAL FUNDS AT RISK OF LAPSING	RISK OF MISSING FY2017 OBLIGATION DEADLINE
40008.2	0901-22-113	COMMERCE	LIVE OAK STREET FROM WASHINGTON STREET	PECAN STREET	SIDEWALK IMPROVEMENTS ALONG SOUTH SIDE OF LIVE OAK, OFF-SYSTEM	2016	2017	\$ 9,175	\$ 28,302	\$ 4,782	\$ 33,084	\$ 19,127	HIGH
40009.1	0901-22-111	COMMERCE	MAPLE STREET FROM MONROE STREET	PARK STREET	SIDEWALK IMPROVEMENTS ALONG PORTIONS OF MAPLE STREET	2016	2017	\$ 96,753	\$ 396,000	\$ 78,225	\$ 474,225	\$ 299,247	HIGH
40009.2	0901-22-112	COMMERCE	PARK STREET FROM MAPLE STREET	S OF MAPLE STREET	SIDEWALK IMPROVEMENTS ALONG PORTIONS OF PARK STREET	2016	2017	\$ 26,499	\$ 84,000	\$ 14,375	\$ 98,375	\$ 57,501	HIGH
40009.3	0083-01-054	COMMERCE	BS 11H FROM MAPLE STREET	PARK STREET	SIDEWALK IMPROVEMENTS ALONG PORTIONS OF MAPLE STREET	2016	2017	\$ 4,748	\$ 15,052	\$ 2,576	\$ 17,628	\$ 10,304	HIGH
40023	0918-47-139	DALLAS	TRINITY SKYLINE TRAIL EXTENSION FROM SYLVAN AVENUE	CAMPION TRAIL NORTH OF SH 356	CONSTRUCT BIKE/PEDESTRIAN TRAIL ALONG THE TRINITY RIVER	2018	2017	\$ 761,800	\$ 2,989,994	\$ 2,056,794	\$ 5,046,788	\$ 2,228,194	HIGH
40014	0918-47-137	DALLAS CO	NORTHAVEN TRAIL FROM WEST OF MIDWAY ROAD (CINDERELLA LN)	WALNUT HILL/DENTON DART STATION (DENTON DR)	CONSTRUCT PHASES 2B AND 2C OF MULTIMODAL TRAIL, ON STREET BIKE FACILITY, AND SIDEWALK IMPROVEMENTS	2017	2017	\$ 82,172	\$ 2,519,928	\$ 1,478,958	\$ 3,998,886	\$ 2,437,756	FULLY OBLIGATED
40028	0918-47-140	FARMERS BRANCH	BROOKHAVEN COLLEGE CAMPUS - INTERCITY CONNECTIONS		PEDESTRIAN BRIDGE AND SIDEWALK ALONG MARSH LANE AND ON-STREET BIKEWAY IMPROVEMENTS ON ROSSER RD FROM IH 635 TO VALLEY VIEW LANE, INCLUDING SIGNAL IMPROVEMENTS AT THE ROSSER ROAD/VALLEY VIEW LANE INTERSECTION	2017	2017	\$ 85,577	\$ 510,750	\$ 141,747	\$ 652,497	\$ 425,173	HIGH
40031	0902-90-031	FORT WORTH	TRINITY TRAILS EAST FORT WORTH EXTENSION FROM HANDLEY-EDERVILLE RD	RIVER TRAILS PARK AND TRINITY BLVD	CONSTRUCT A BICYCLE/PEDESTRIAN TRAIL	2017	2017	\$ 4,402	\$ 2,347,940	\$ 586,985	\$ 2,934,925	\$ 2,343,538	MODERATE
40026	0902-90-030	HURST	PEDESTRIAN AND SAFETY IMPROVEMENTS NEAR HARRISON LANE ELEMENTARY AND HURST JUNIOR HIGH	CHERYL AVE, KEITH DR, SHERI LN, BUENA VISTA DR, EAST PECAN ST, SOUDER DR, AND HURSTVIEW DR	SIDEWALK IMPROVEMENTS ALONG VARIOUS ROADWAYS IN PROXIMITY TO HARRISON LANE ELEMENTARY SCHOOL AND HURST JUNIOR HIGH SCHOOL	2016	2017	\$ 489,515	\$ 489,515	\$ 107,579	\$ 597,094	\$ -	FULLY OBLIGATED
40003	0902-90-027	KELLER	MOUNT GILEAD ROAD TRAIL FROM BOURLAND ROAD	WOODSBOROUGH LANE	CONSTRUCT APPROXIMATELY 0.6 MILE BIKE/PEDESTRIAN TRAIL ALONG NORTH SIDE OF MOUNT GILEAD ROAD	2016	2017	\$ 82,000	\$ 481,059	\$ 120,265	\$ 601,324	\$ 399,059	LOW

¹\$185,089 Federal TAP funds transferred from TIP 40030 (Grand Prairie Safe Routes to Schools) to TIP 20212 (IH 20 from Carrier Parkway to FM 1382/Belt Line) during the November 2016 TIP modification cycle. Funding was transferred to build sidewalks that were originally included in Grand Prairie's Safe Routes to School project via the IH 20 project instead. As a result, TIP 20212 was added to this list.

LOW RISK - Project on schedule to let in FY2017

MODERATE RISK - Project scheduled to let in FY 2017, but based on information received, there is a potential for delays

HIGH RISK - Project not likely to meet FY2017 deadline

FULLY OBLIGATED - All federal funds programmed to the project have obligated

**STATUS OF TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS
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40025	0918-46-285	LITTLE ELM	HARTS BRANCH TRAIL FROM EAST ELDORADO PARKWAY	WALKER LANE	CONSTRUCT BIKE/PEDESTRIAN TRAIL	2016	2017	\$ 1,720,000	\$ 1,720,000	\$ 641,943	\$ 2,361,943	\$ -	FULLY OBLIGATED
40015	0172-02-074	MANSFIELD	MANSFIELD TRAIL CONNECTION TO CITY SPINE TRAIL FROM WEST OAK STREET	TOWN PARK	CONSTRUCT APPROXIMATELY 0.4 MILE BIKE/PEDESTRIAN TRAIL ALONG BOTH SIDES OF FM 157/BUSINESS 287	2016	2017	\$ 3,647	\$ 947,111	\$ 315,704	\$ 1,262,815	\$ 943,464	LOW
40010	0918-24-213	MCKINNEY	PED SAFETY ENHANCE IN VAR LOCS IN PROX TO BURKS, CALDWELL, ELLIOT, GLEN OAKS, JOHNSON, MCNEIL ELEMENTARY SCHOOLS;	COMSTROCK, OGLE, SCOTT, AND SONNTAG ELEMENTARY SCHOOLS; COCKRILL MIDDLE AND SCOGGINS MIDDLE SCHOOLS	SIDEWALK IMPROVEMENTS	2016	2017	\$ 94,802	\$ 490,699	\$ -	\$ 490,699	\$ 395,897	HIGH
40001	0918-24-214	PLANO	COTTONWOOD CREEK TRAIL EXTENSION FROM THE NORTH SIDE OF CHAPARRAL ROAD	OAK POINT PARK NEAR EAST PARKER ROAD	APPROXIMATELY 2 MILE BIKE/PEDESTRIAN TRAIL EXTENSION ALONG COTTONWOOD CREEK	2016	2017	\$ 110,374	\$ 1,692,407	\$ 395,508	\$ 2,087,915	\$ 1,582,033	HIGH
20212 ¹	2374-04-049	TXDOT DALLAS	IH 20 FROM CARRIER PARKWAY	FM 1382 (BELT LINE)	CONSTRUCT 0 TO 6 LANE FRONTAGE ROADS, RAMP MODIFICATIONS, AND SIDEWALKS	2017	2017	\$ 185,089	\$ 185,089	\$ -	\$ 185,089	\$ -	FULLY OBLIGATED
40012	0008-09-035	TXDOT FORT WORTH	FM 5 FROM PEDESTRIAN IMPROVEMENTS FROM AUTUMNWOOD DR	VILLAGE PARKWAY	CONSTRUCT APPROXIMATELY 0.4 MILE SIDEWALK ALONG WEST SIDE OF FM 5 TO MCANULLY INTERMEDIATE SCHOOL	2016	2017	\$ 325,000	\$ 325,000	\$ -	\$ 325,000	\$ -	FULLY OBLIGATED
Total for FY2017								\$ 4,606,541	\$ 19,718,009	\$ 7,508,417	\$ 27,226,426	\$ 15,111,468	
40005	0902-90-025	ARLINGTON	LYNN CREEK LINEAR PARK TRAIL EXTENSION FROM CURRENT EASTERN ENDPOINT	NEW YORK AVENUE	CONSTRUCT APPROXIMATELY 1.7 MILE BIKE/PEDESTRIAN TRAIL	2017	2018	\$ 162,879	\$ 1,002,877	\$ 844,742	\$ 1,847,619	\$ 839,998	N/A - PROJECT PROGRAMMED IN FY2018
40029	0918-47-142	IRVING	DELAWARE CREEK TRAIL CONNECTOR FROM SENTER RD/SENTER VALLEY RD	CAMPION TRAIL AT MOUNTAIN CREEK PRESERVE	INSTALL A HIKE AND BIKE TRAIL	2018	2018	\$ 123,913	\$ 1,900,000	\$ 444,022	\$ 2,344,022	\$ 1,776,087	N/A - PROJECT PROGRAMMED IN FY2018
Total for FY2018								\$ 286,792	\$ 2,902,877	\$ 1,288,764	\$ 4,191,641	\$ 2,616,085	
Grand Total								\$ 10,754,368	\$ 28,481,921	\$ 10,165,769	\$ 38,647,690	\$ 17,727,553	

¹\$185,089 Federal TAP funds transferred from TIP 40030 (Grand Prairie Safe Routes to Schools) to TIP 20212 (IH 20 from Carrier Parkway to FM 1382/Belt Line) during the November 2016 TIP modification cycle. Funding was transferred to build sidewalks that were originally included in Grand Prairie's Safe Routes to School project via the IH 20 project instead. As a result, TIP 20212 was added to this list.

LOW RISK - Project on schedule to let in FY2017 \$ 2,159,215
 MODERATE RISK - Project scheduled to let in FY 2017, but based on information received, there is a potential for delays \$ 2,343,538
 HIGH RISK - Project not likely to meet FY2017 deadline \$ 5,366,643
 FULLY OBLIGATED - All federal funds programmed to the project have obligated \$ 8,858,461

REGIONAL TRAFFIC SIGNAL RETIMING PROGRAM AND MINOR IMPROVEMENT PROGRAM

Call for Projects

Regional Transportation Council

Natalie Bettger

August 10, 2017



North Central Texas
Council of Governments

Presentation Overview



- **Programs Overview**
- **Eligible Projects**
- **Funding**
- **Proposed Evaluation and Scoring**
- **Proposed Schedule**



Programs Overview

What are
these
Programs?

The **Regional Traffic Signal Retiming Program (RTSRP)** is a regional program to maximize the capacity of the existing roadway system by improving traffic operations through signal retiming along selected corridors.

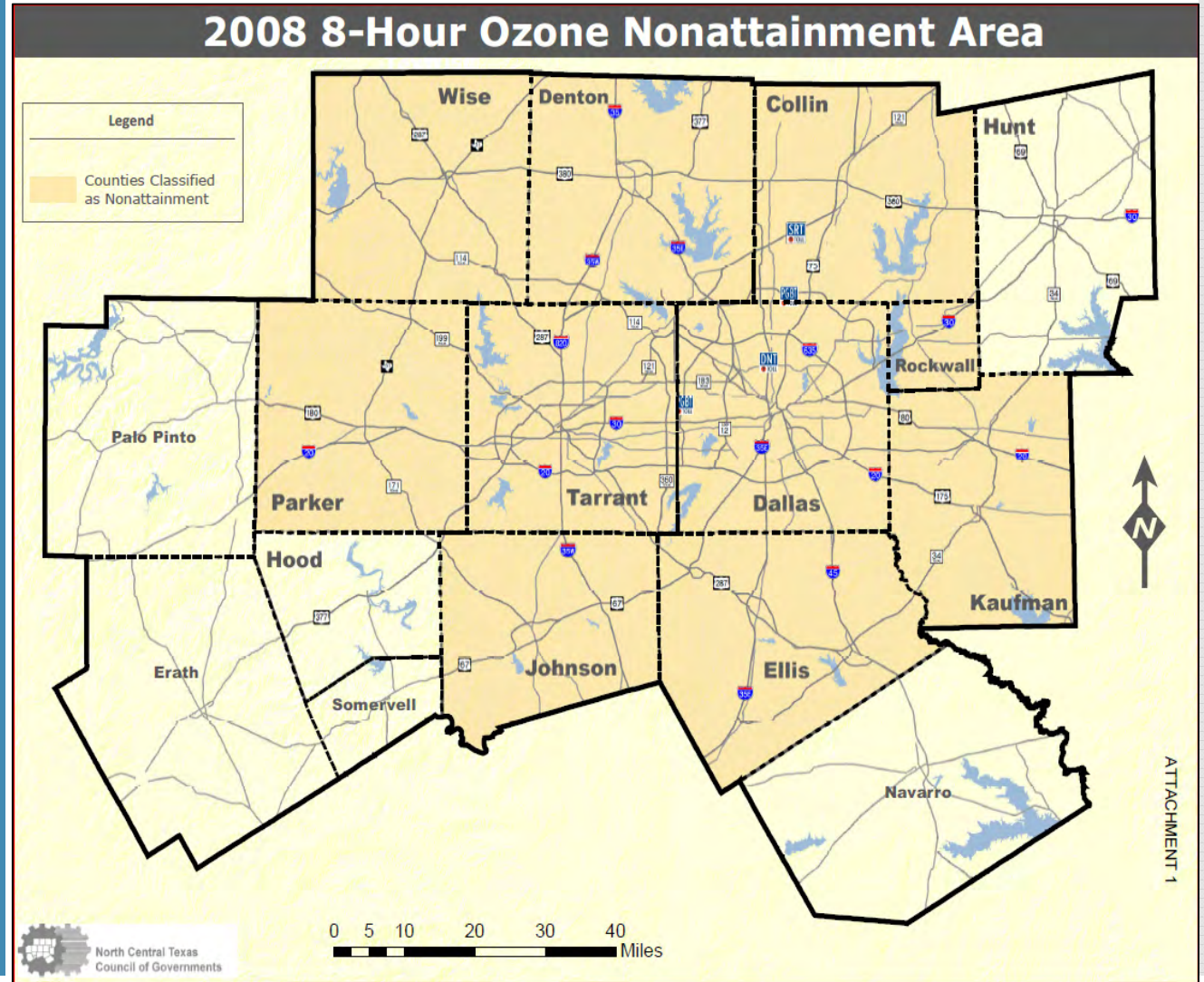
The **Minor Improvement Program** improves the capacity of the existing roadway system by implementing low-cost operational improvements, thereby enhancing mobility and improving air quality.



Eligibility



Eligible
Project Areas
Under
NCTCOG's
Call for
Projects



Project
Eligibility
(Proposed)

2017
Call for Projects
RTSRP

- Eighty Percent of Traffic Signals have Not Been Retimed Since 2013
- Eighty Percent of Traffic Signals Located Along Route of Significance
- Eight or More Consecutive Traffic Signals
- No Construction Planned Within Two Years
- Staff Time is Not Eligible



Project
Eligibility

(Proposed)

2017
Call for Projects
Minor Improvements

- Projects Along Route of Significance
- No Construction Planned Within Two Years
- Project Funding Request Not to Exceed \$50,000
- Low-cost Improvements such as Cabinets, Controllers, Restriping, etc.
- Staff Time Not Eligible

Congestion
Mitigation
Air Quality
Funding

Local Match

Regional Traffic Signal Retiming Program	Minor Improvement Program
\$2,000,000	\$2,900,000

- **Twenty percent (minimum) local match**
- **Local match must be cash**



Evaluation and Scoring

Photo Credit: TxDOT

Proposed Evaluation and Scoring Criteria for RTSRP Projects

Category	Scoring (pts)	Description
Mobility Benefit/Cost Ratio	35	Project benefit/cost ratio will be calculated based on the improvements associated with basic traffic signal program input.
NOx & VOC Cost Per Pound	35	Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.
Communication	10	Communication between field devices and traffic management center.
Environmental Justice Distribution	5	Environmental justice methodology used to map concentrations of EJ populations using demographic data.
Multi-Modal Operations	5	Projects supporting multimodal operations including high truck volume corridors (four percent or greater) and/or located at or near transit facilities/routes.
Multi-Jurisdictional Corridor	5	Corridors passing through more than one agency's jurisdictional boundary.
Data Cloud	5	Provide traffic signal data to the cloud.

Proposed Evaluation and Scoring Criteria for Minor Improvement Projects

Category	Scoring (pts)	Description
Mobility Benefit/Cost Ratio	35	Project benefit/cost ratio will be calculated based on improvements associated with basic traffic signal program input.
NOx & VOC Cost Per Pound	35	Air quality benefits will be calculated based on the improvements associated with basic traffic signal retiming improvements.
Recommended improvements	20	Recommended improvements from previous RTSRP phases by consultants.
Additional Local Match	5	Agency willing to contribute more than twenty percent local match.
Environmental Justice Distribution	5	Environmental justice methodology used to map concentrations of EJ populations using demographic data.



Schedule

Proposed Schedule

Description	Meeting	Date
Information - Corridor Selection Criteria	STTC	July 28, 2017
Information - Corridor Selection Criteria	RTC	August 10, 2017
Action - Approval of Selection Criteria	STTC	August 25, 2017
Action - Approval of Selection Criteria	RTC	September 14, 2017
NCTCOG Call for Projects		September 15, 2017
Proposals Due		October 13, 2017 5:00pm
Scoring by NCTCOG		November 15, 2017
Public Meeting		October/November 2017
Information/Action - Projects Selected	STTC	December 1, 2017
Information/Action - Projects Selected	RTC	December 14, 2017

Questions?

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North Central Texas
Council of Governments



Compatibility Strategy Menu - Regional

The table describes the recommended strategies and actions for partners in the *Joining Forces* region to enhance compatibility of land uses around military installations, as well as recommendations for continued cooperation on a range of issues. These actions and strategies respond to issues and opportunities (listed below) identified by elected officials, DoD staff, and other stakeholders. These strategies typically address compatibility issues that are common across all of the region's installations and their impacts cross jurisdictional boundaries. As a result, these strategies must draw from the support of multiple federal, state, local, and private sector actors.

Issues/Opportunities:

- Declines in regional air quality could trigger air pollution control measures and reduce flexibility to expand aircraft operations due to emissions limits (**Air Quality**)
- Drones/unmanned aerial systems (UAS) can create physical hazards, such as midair strikes with aircraft, or pose security and safety threats to military installations (**Aviation and Airspace Safety**)
- There is no established mechanism for regular communication among all installations and defense communities in North Texas (**Communication and Coordination**)
- Energy-related infrastructure, including utility-scale wind and solar, transmission lines, and gas wells, can create aviation hazards or interfere with radar systems (**Energy Infrastructure and Statewide Policy/Legislative Actions**)
- Less utilized facilities in the region offer opportunities for better coordination and the sharing of military resources across installations (**Military Plans/Operations and Statewide Policy/Legislative Actions**)
- Installations around the region, particularly NAS Fort Worth, JRB periodically receive complaints about noise that does not originate with their operations (**Noise Management/Avoidance**)
- There are no formal requirements in the State of Texas to notify installations of energy infrastructure development, particularly in unincorporated areas where siting could impair the use of airspace and radar (**Statewide Policy/Legislative Actions**)

- Counties in the State of Texas lack zoning authority and are thus less able to shape compatible development patterns on unincorporated land near military installations (**Statewide Policy/Legislative Actions**)
- Texas state law does not require real estate agents to disclose the proximity of property to military installations or training activity (**Statewide Policy/Legislative Actions**)

Summary of High Priority and Short Term Actions – *Joining Forces* Region

Category	Strategy
Airspace	Conduct educational outreach with communities to increase awareness of the security and safety risks associated with UAS operations near airfields and military facilities and offer technical assistance to local law enforcement agencies to identify and prevent unauthorized or unsafe drone use in the community
Communication	Build on existing coordination bodies, such as the NCTCOG’s RCC and the TCC to create a region-wide forum for communication and advocacy of the military missions, assets, and installations across North Texas: <ul style="list-style-type: none"> • Convene a yearly forum of <i>Joining Forces</i> military and community stakeholders to communicate updates in missions and operational activities, identify common interests and available resources, and jointly pursue legislative and funding opportunities
Energy	Establish guidelines to promote an early notification and consultation process in which local governments provide regular updates on the siting of energy and communications infrastructure near military installations and aviation training areas within their jurisdictions
Energy	Conduct early outreach with energy developers and regulators during the project planning phase to increase awareness of potential compatibility challenges and offer technical guidance and resources to develop appropriate mitigation and alternate siting strategies that reduce the impacts of energy infrastructure on military operations
Military Plans	Explore the feasibility of sharing training assets and potentially shifting operations/training activity across <i>Joining Forces</i> facilities to reduce compatibility issues at higher intensity installations with known encroachment and maximize the capacity of less utilized installations
Statewide Policy/Legislative	Actively pursue state legislation that enables counties to implement targeted land use controls on unincorporated land in specified proximity to military installations and training areas: <ul style="list-style-type: none"> • Meet with administrative staff of area legislators and discuss the sponsorship and drafting of proposed legislation to mitigate the impact of incompatible development and practices on military operations • Prepare to provide expert testimony during Legislative Session
Statewide Policy/Legislative	Actively pursue state legislation that incorporates the disclosure of property inside noise zones and APZs on statewide real estate forms (see footnote)

Regional Compatibility Strategies – *Joining Forces* Region

Strategy	Partners	Area	Priority	Timeframe
Air Quality				
Track future air emissions associated with military aircraft operations in the region and identify appropriate air pollution control strategies as necessary to achieve compliance with National Ambient Air Quality Standards (NAAQS)	Lead: NCTCOG, NAS Fort Worth, JRB Supporting: Federal, state, and local regulatory agencies	Designated NAAQS non-attainment area	Medium	Short to Mid
Aviation and Airspace Safety				
Increase awareness of the multiple uses of regional airspace and establish an outreach and educational process to reduce unintentional encroachment by private general aviation airspace users <ul style="list-style-type: none"> Conduct specific outreach to general aviation pilots 	Lead: NCTCOG, NAS Fort Worth, JRB Supporting: FAA, TxDOT, Aviation Division	Airspace in the 16-county region of North Central Texas	High	Short
Track trends in regional airspace use associated with military mission change and/or new aircraft, such as the F-35: <ul style="list-style-type: none"> Identify any areas of increasing air traffic volume or conflict and collaborate with airports and aviation authorities to develop management actions to deconflict congested areas and maximize airspace safety and capacity Update the North Central Texas General Aviation and Heliport System Plan with any additional mitigation strategies identified 	Lead: NAS Fort Worth, JRB, Dallas-Fort Worth International Airport, Dallas Love Field, Dallas Executive Airport, NCTCOG Supporting: FAA, TxDOT, Aviation Division	Airspace in the 16-county region of North Central Texas	High	Short to Mid

Strategy	Partners	Area	Priority	Timeframe
Conduct educational outreach with communities to increase awareness of the security and safety risks associated with UAS operations near airfields and military facilities and offer technical assistance to local law enforcement agencies to identify and prevent unauthorized or unsafe drone use in the community	Lead: NCTCOG Supporting: Military Installations, Regional Airports, City and County Governments	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas	High	Short
Develop model UAS guidance and an ordinance for use by local governments to govern the operation of small UAS: <ul style="list-style-type: none"> • Coordinate with the FAA to ensure that policies are consistent with FAA regulation of national airspace and align with existing pilot and operating rules for small unmanned aircraft • Explore provisions related to restrictions on flying UAS near airports and over specified sensitive uses, such as military installations and training activities • Work with local jurisdictions to promote the implementation of model UAS ordinance provisions and guidelines 	Lead: NCTCOG Supporting: Military Installations, FAA, Regional Airports, City and County Governments	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas	Medium	Short

Strategy	Partners	Area	Priority	Timeframe
Coordinate on the use of UAS by local governments for law enforcement purposes or UAS-related business development to ensure safe public and commercial operations near aviation and military training activities: <ul style="list-style-type: none"> Collaborate with military installations to identify any specific training and operational areas that are vulnerable to safety and security threats from unauthorized UAS activity 	Lead: NCTCOG Supporting: Military Installations, FAA, Regional Airports, City and County Governments	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas	Medium	Short
Communication and Coordination				
Build on existing coordination bodies, such as NCTCOG’s RCC and the state TCC to create a region-wide forum for communication and advocacy of the military missions, installations, and training assets across North Texas: <ul style="list-style-type: none"> Convene a yearly forum of <i>Joining Forces</i> military and community stakeholders to communicate updates in missions and operational activities, identify common interests and available resources, and jointly pursue legislative and funding opportunities 	Lead: NCTCOG Supporting: Military Installations, City and County Governments, Texas Military Department, Texas Military Preparedness Commission	<i>Joining Forces</i> region	High	Short

Strategy	Partners	Area	Priority	Timeframe
Energy Infrastructure				
Establish guidelines to promote an early notification and consultation process in which local governments provide regular updates on the siting of energy and communications infrastructure near military installations and aviation training areas within their jurisdictions	Lead: NCTCOG, City and County Governments Supporting: Military Installations	SUAs, MOAs, MTRs, airfield clearance zones; drop zones; low-level approach and departure paths	High	Short
Conduct early outreach with energy developers and regulators during the project planning phase to increase awareness of potential compatibility challenges and offer technical guidance and resources to develop appropriate mitigation and alternate siting strategies that reduce the impacts of energy infrastructure on military operations	Lead: City and County Governments Supporting: NCTCOG, Military Installations, Texas Military Department, Public Utility Commission of Texas, ERCOT	SUAs, MOAs, MTRs, airfield clearance zones; drop zones; low-level approach and departure paths	High	Short

Strategy	Partners	Area	Priority	Timeframe
<p>Create and maintain an accessible regional spatial database to track major physical obstructions and flight hazards, including utility-scale wind and solar infrastructure, transmission lines, gas wells, and communication towers:</p> <ul style="list-style-type: none"> • Produce maps to highlight the overlap of major infrastructure with key military aviation training areas • Use available spatial data to assist in identifying areas where the siting of infrastructure is at risk of contributing to radar interference, aviation hazards or other incompatibilities with military operations 	<p>Lead: NCTCOG Supporting: Military Installations, City and County Governments, FAA</p>	<p>SUAs, MOAs, MTRs, airfield clearance zones; drop zones; low-level approach and departure paths</p>	<p>Medium</p>	<p>Medium</p>
<p>Strengthen the existing DoD Siting Clearinghouse process and advocate for additional federal guidance to assist in developing compatible energy projects:</p> <ul style="list-style-type: none"> • Encourage energy generation and transmission developers to obtain a Military Impact Statement from the installation or Site Clearinghouse on proposed energy, and/or transmission projects, which are near installations, military flight paths, or may interfere with radar and low-level flights • Encourage the DoD to send proposed energy projects to major military commands and the local installations for early review and that project evaluation integrates existing local government planning processes 	<p>Lead: Military Installations Supporting: City and County Governments, Texas Military Department</p>	<p>SUAs, MOAs, MTRs, airfield clearance zones; drop zones; low-level approach and departure paths</p>	<p>Medium</p>	<p>Medium</p>
Land Use				
<p>Develop a toolbox of land use, development, and infrastructure regulatory options available under current State of Texas law to assist county governments in maximizing their ability to shape compatible development patterns in unincorporated areas near military operations</p>	<p>Lead: NCTCOG Supporting: County Governments</p>	<p>SUAs, MOAs, MTRs, airfield clearance zones; drop zones; low-level approach and departure paths</p>	<p>Medium</p>	<p>Medium</p>

Strategy	Partners	Area	Priority	Timeframe
Military Plans/Operations				
Explore the feasibility of sharing training assets and potentially shifting operations/training activity across <i>Joining Forces</i> facilities to reduce compatibility issues at higher intensity installations with known encroachment and maximize the capacity of less utilized installations	Lead: Military Installations, Texas Military Department	<i>Joining Forces</i> region	High	Short
Noise Management/Avoidance				
Create an internally coordinated noise complaint management process across DoD services in the <i>Joining Forces</i> region to field and document noise complaints: <ul style="list-style-type: none"> Share analysis of complaints received with local governments to highlight patterns of noise exposure and areas of sensitivity, and identify opportunities to enhance public outreach and develop appropriate noise mitigation strategies 	Lead: NAS Fort Worth, JRB Supporting: Fort Wolters, Camp Maxey, RTAHP, City and County Governments	<i>Joining Forces</i> region	Medium	Medium
Statewide Policy/Legislative Actions				
Actively pursue state legislation that enables counties to implement targeted land use controls on unincorporated land in specified proximity to military installations and training areas: <ul style="list-style-type: none"> Meet with administrative staff of area legislators and discuss the sponsorship and drafting of proposed legislation to mitigate the impact of incompatible development and practices on military operations Prepare to provide expert testimony during Legislative Session 	Lead: Military Installations, TCC, NCTCOG Supporting: City and County Governments	<i>Joining Forces</i> region	High	Short

Strategy	Partners	Area	Priority	Timeframe
<p>Actively pursue state legislation to establish a formal process of consultation under which communities notify and seek comment from an installation for a proposed ordinance, rule, plan or structure that could affect an installation or military training activities:</p> <ul style="list-style-type: none"> • Meet with administrative staff of area legislators and discuss the sponsorship and drafting of proposed legislation to mitigate the impact of incompatible development and practices on military operations • Prepare to provide expert testimony during Legislative Session 	<p>Lead: Military Installations, TCC, NCTCOG</p> <p>Supporting: City and County Governments</p>	<p><i>Joining Forces</i> region</p>	<p>Medium</p>	<p>Medium</p>
<p>Actively pursue state legislation to create an early notification process to coordinate on the siting of major energy infrastructure projects, such as utility-scale wind and solar farms, transmission lines, and gas wells:</p> <ul style="list-style-type: none"> • Meet with administrative staff of area legislators and discuss the sponsorship and drafting of proposed legislation to mitigate the impact of incompatible development and practices on military operations • Prepare to provide expert testimony during Legislative Session • Monitor proposed legislation that encourages alternative energy development; collect data to coordinate efforts to prevent siting and development of wind energy facilities near military training areas • Build on data gathering and planning activities of the Electric Reliability Council of Texas (ERCOT) to facilitate statewide coordination between energy developers, regulators and military installations 	<p>Lead: Military Installations, TCC, NCTCOG</p> <p>Supporting: City and County Governments, ERCOT</p>	<p><i>Joining Forces</i> region</p>	<p>Medium</p>	<p>Medium</p>

Strategy	Partners	Area	Priority	Timeframe
Actively pursue strategic infrastructure or other physical investments to support increased installation capabilities in the <i>Joining Forces</i> region <ul style="list-style-type: none"> Explore opportunities to access funding through the Defense Economic Adjustment Assistance Grant Program and the Texas Military Value Revolving Loan Fund 	Lead: Military Installations, TCC, NCTCOG Supporting: City and County Governments, Texas Military Department, Texas Military Preparedness Commission	<i>Joining Forces</i> region	Medium	Medium

Acronyms:

APZs – Accident Potential Zones

DoD – Department of Defense

ERCOT - Electric Reliability Council of Texas

FAA – Federal Aviation Administration

MOAs - Military Operating Areas

MTRs - Military Training Routes

NCTCOG – North Central Texas Council of Governments

RCC - Regional Coordination Committee

TCC - Texas Commander’s Council

UAS - Unmanned Aerial Systems

Timeframe:

Short 1 to 2 years

Mid 3 to 5 years

Long 5+ years

Compatibility Strategy Menu – Fort Wolters and Communities

The table describes the recommended strategies for Fort Wolters and civilian organizations to continue enhancing compatibility of land uses around Fort Wolters, as well as recommendations for strengthening cooperation on a range of issues. These actions respond to issues and opportunities (listed below) identified by elected officials, DoD staff, and other community stakeholders. The menus organize strategies with the highest priority and shorter terms actions at the top of each category followed by less critical and longer term measures. Partners should revisit the menu to adapt strategies in response to local conditions, available resources, and changing needs and priorities.

Issues/Opportunities:

- Drones/unmanned aerial systems (UAS) can create physical hazards, such as midair strikes with aircraft, or pose security and safety threats to military installations (**Aviation and Airspace Safety**)
- There are no formal channels of communication and coordination between Fort Wolters and surrounding communities and a desire for increased military-civilian outreach and coordination (**Communication and Coordination**)
- State, federal, and local entities manage significant land and water resources near *Joining Forces* installations. Changes in ownership or use of resources could potentially alter known compatibility impacts on military operations (**Communication and Coordination**)
- Less utilized facilities in the region offer opportunities for better coordination and sharing of military resources among installations. Communities around Fort Wolters indicated a desire to accommodate expanded military and defense-related operations and economic activity (**Economic Development**)
- Energy-related infrastructure, including utility-scale wind and solar, transmission lines, and gas wells can create aviation hazards near military airfields and MTRs and interfere with radar (**Energy Infrastructure**)
- The presence of rural lands, working farms, and sensitive environmental resources near Fort Wolters offers opportunities to establish conservation partnerships and create natural buffers around military operations (**Environmental/Cultural Resources**)

- Military training, including the use of vehicles, equipment, and ordnance, can contribute to a higher risk of wildfires and resulting safety threats to life and property (**Fire Management**)
- The presence of parks, lakes, detention ponds, sanitary landfills, or certain crops near airfields can attract birds and increase the risk of bird/aircraft strikes (**Land Use**)
- Local government plans set a policy framework for detailed compatibility actions. Some local government comprehensive or strategic planning studies, particularly older documents lack specific language on compatibility with military installations (**Local Government Plans**)
- Changes in missions or aircraft operational levels or mix can produce new noise, safety or other impacts on surrounding areas (**Military Plans/Operations**)
- Installations in the region host significant training activity by visiting military units. A lack of familiarity with nearby areas off the installation may contribute to increased noise or safety exposure during training (**Military Plans/Operations**)
- The presence of scattered unexploded ordnance in areas around Fort Wolters can create a safety risk in surrounding communities (**Military Plans/Operations**)
- Sound attenuation construction practices and energy efficient design can reduce indoor noise exposure from nearby military training activity (**Noise Management/Avoidance**)
- Military installations in the region currently implement a range of avoidance and mitigation strategies to reduce aircraft noise exposure in surrounding areas (**Noise Management/Avoidance**)
- Light pollution and glare from lighting applications and digital billboards can interfere with pilot vision and the use of night-vision training devices (**Outdoor Lighting/Signs**)
- Adjoining recreational amenities increase the risk of trespass onto military lands (**Physical Security**)
- Deficiencies in condition and/or capacity in the transportation network surrounding installations can affect the movement of military personnel or equipment and increase safety risks for all users (**Transportation**)

Summary of High Priority and Short Term Actions – Fort Wolters and Communities

Category	Strategy
Airspace	Identify specific off-installation aviation and range training areas vulnerable to security and safety threats from UAS activity
Communication and Coordination	Continue briefings with regional partners to build support and strengthen engagement in ongoing <i>Joining Forces</i> compatibility implementation activities
Communication and Coordination	Create formal, ongoing channels of communication and coordination between Fort Wolters and local communities to exchange information on major community actions and military operations that have potential compatibility impacts
Communication and Coordination	Develop outreach materials to include information on mission, economic impact, and clear points of contact at Fort Wolters, as well as a map highlighting general operational impacts such as noise in surrounding communities
Communication and Coordination	Establish a formal coordination process with the entities that manage Lake Mineral Wells State Park to ensure that ongoing operations, management actions, and plans consider environmental and security impacts on Fort Wolters operations
Communication and Coordination	Support implementation of TXHB 890 by ensuring the ready availability of compatibility-related studies, such as the most recent AICUZ and/or JLUS (see footnote)
Energy	<p>Coordinate on the siting of energy infrastructure to reduce safety threats to aviation activity</p> <ul style="list-style-type: none"> • Coordinate to ensure that Fort Wolters and NAS Fort Worth, JRB receive updated mapping of the location of energy infrastructure
Land Use	Explore use of State of Texas authority to establish a Joint Airport Zone (JAZ) Board to prevent aviation related hazards around Fort Wolters
Military Plans	Collaborate with local communities to reinforce existing safety and reporting guidelines in the event of discovery of unexploded ordnance on off-installation land
Physical Security	Coordinate with Lake Mineral Wells State Park on security issues and enhance outreach to recreational users on the safety risks associated with trespass onto Fort Wolters

Compatibility Strategies – Fort Wolters and Communities

Strategy	Partners	Area	Priority	Timeframe
Aviation and Airspace Safety				
Identify specific aviation and range training areas vulnerable to security and safety threats from UAS activity	Lead: Fort Wolters, NAS Fort Worth, JRB Supporting: City of Mineral Wells, Palo Pinto County, Parker County, Local Airports	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas	High	Short
Communication and Coordination				
Continue briefings with regional partners to build support and strengthen engagement in ongoing <i>Joining Forces</i> compatibility implementation activities	Lead: NCTCOG Supporting: City and County Governments	Palo Pinto and Parker Counties and Municipalities	High	Short
Create formal, ongoing channels of communication and coordination between Fort Wolters and local communities to exchange information on major community actions and military operations that have potential compatibility impacts	Lead: Fort Wolters, City of Mineral Wells Supporting: NCTCOG, Texas Military Department, Parker County, Palo Pinto County	Palo Pinto and Parker Counties and Municipalities	High	Short

Strategy	Partners	Area	Priority	Timeframe
Develop outreach materials to include information on mission, economic impact, and clear points of contact at Fort Wolters, as well as map of general operational impacts such as noise in surrounding communities	Lead: Fort Wolters, Texas Military Department Supporting: NCTCOG, City of Mineral Wells, Palo Pinto County, Parker County	Palo Pinto and Parker Counties and Municipalities	High	Short
Establish a formal coordination process with the entities that manage Lake Mineral Wells State Park to ensure that ongoing operations, management actions, and plans consider environmental and security impacts on Fort Wolters operations	Lead: Fort Wolters, Texas Military Department Supporting: U.S. Army Corps of Engineers, Texas Parks and Wildlife Department	Areas of Fort Wolters with adjacency to Lake Mineral Wells State Park	High	Short
Support implementation of H.B. 890 by ensuring the ready availability of compatibility-related studies, such as the most recent AICUZ and/or JLUS ¹	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, NCTCOG, Texas Military Department	Palo Pinto and Parker Counties and Municipalities	High	Short
Conduct at least an annual briefing in partner communities to increase awareness of missions, training schedules and special exercises, and any foreseeable operational changes or training workload	Lead: Fort Wolters, Texas Military Department	Palo Pinto and Parker Counties and Municipalities	Medium	Mid
Conduct on-installation visits, “field trips,” and open houses on an annual basis to increase awareness of the military mission among the public, key stakeholders, and representatives of <i>Joining Forces</i> partner entities	Lead: Fort Wolters, Texas Military Department	Palo Pinto and Parker Counties and Municipalities	Medium	Mid
Invite military representatives to sit as non-voting members of city and county advisory bodies and commissions	Lead: City of Mineral Wells, Palo Pinto County, Parker County	Palo Pinto and Parker Counties and Municipalities	Low	Mid

¹ Effective 9/1/17, Texas State House and Senate have passed HB 890 requires notice to purchasers of real property regarding the impact of military installations; cities and counties must provide access to the latest AICUZ or JLUS

Strategy	Partners	Area	Priority	Timeframe
Prepare and distribute a “welcome packet” with information on base background, mission, and operations for incoming residents to promote an understanding of operations and potential impacts	<p>Supporting: Fort Wolters</p> <p>Lead: Fort Wolters, Texas Military Department</p> <p>Supporting: City of Mineral Wells, Palo Pinto County, Parker County</p>	Areas with adjacency to range and airfield: airfield clearance zones; drop zones; low-level approach and departure paths; Surface Danger Zone; and/or specified distance from installation boundary	Low	Long
Economic Development				
Identify strategic investments, such as improvements in surrounding infrastructure to support a potential increase in installation capabilities at Fort Wolters: <ul style="list-style-type: none"> • Encourage partnerships between military representatives and local economic development organizations, such as the Chamber of Commerce, to identify complementary defense-related spin-off private sector industries that can be recruited to the community • Capitalize on resources at Mineral Wells Airport as an asset for military aviation training 	<p>Lead: City of Mineral Wells</p> <p>Supporting: Fort Wolters, Texas Military Department, Mineral Wells Area Chamber of Commerce, NAS Fort Worth, JRB</p>	City of Mineral Wells	Medium	Mid

Strategy	Partners	Area	Priority	Timeframe
Energy Infrastructure				
Coordinate on the siting of energy infrastructure to reduce safety threats to aviation activity <ul style="list-style-type: none"> Coordinate to ensure that Fort Wolters and NAS Fort Worth, JRB receive updated mapping of the location of energy infrastructure 	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, Texas Military Department, NAS Forth Worth, JRB	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas	High	Short
Establish a formal local permitting/siting process for proposed energy projects that explicitly considers vertical intrusion, radar interference, visual distraction or other potential impacts on military training and operations	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: NCTCOG, Fort Wolters, Texas Military Department, NAS Forth Worth, JRB	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas	Medium	Mid

Strategy	Partners	Area	Priority	Timeframe
Environmental/Cultural Resources				
<p>Collaborate with conservation partners, non-profit groups, and research entities to identify areas with an overlap of military impact (e.g. noise or safety risk) and natural/working lands/cultural value and thus may be candidates for easement or fee-simple purchases through the Readiness and Environmental Protection Initiative (REPI)/Army Compatible Use Buffer (ACUB), and the Sentinel Landscapes Partnership</p> <ul style="list-style-type: none"> Establish a regional partnership or partner with land trusts or research entities to conduct analysis of landscapes and working lands and identify appropriate management strategies, including potential management partnerships with willing landowners Increase landowner awareness of available programs, such as easements, tax incentives, beginning farmer and rancher grant and loan programs, local food systems, that support the economic viability and continued operation of existing farms and ranches 	<p>Lead: Fort Wolters, Texas Military Department</p> <p>Supporting: Natural Resources Conservation Service, Texas A&M University, Texas A&M AgriLife Extension Service; U.S. Fish & Wildlife Service, DoD</p>	<p>Conservation lands as identified near Fort Wolters</p>	<p>Medium</p>	<p>Mid</p>
Fire Management				
<p>Build on ongoing partnerships to coordinate on fire prevention and suppression strategies, including the implementation of fire breaks near training lands to reduce the risk of the spread of wildfires onto or off of the installation</p>	<p>Lead: Fort Wolters</p> <p>Supporting: Texas Forest Service, Natural Resources Conservation Service; U.S. Fish & Wildlife Service</p>	<p>Areas with adjacency to Fort Wolters range training operations</p>	<p>Medium</p>	<p>Mid</p>

Strategy	Partners	Area	Priority	Timeframe
Land Use				
Explore use of State of Texas authority to establish a Joint Airport Zone (JAZ) Board to prevent aviation related hazards around Fort Wolters	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, Texas Military Department, NAS Forth Worth, JRB	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield	High	Short
Work with Fort Wolters to develop a voluntary memorandum of agreement that establishes an area of joint consultation related to changes in military operations and proposed local ordinances, rules, plans or structures that could create compatibility issues	Lead: City of Mineral Wells, Palo Pinto County, Parker County, Fort Wolters Supporting: Texas Military Department, NCTCOG	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield	Medium	Mid
Reduce bird attraction by 1) establishing siting and design standards for uses, such as detention ponds, sanitary landfills, and crops in areas subject to low-level flights and 2) coordinating on Bird/Animal Aircraft Strike Hazard (BASH) measures with resource management entities	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, Texas Military Department, NAS Forth Worth, JRB, Texas Parks and Wildlife Department	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield	Medium	Mid

Strategy	Partners	Area	Priority	Timeframe
Use capital improvement planning and infrastructure system requirements to shape growth patterns and promote less dense, compatible development in areas exposed to military operational impacts, such as noise and safety risks	Lead: City of Mineral Wells Supporting: Palo Pinto County, Parker County	Areas with adjacency to range and airfield: airfield clearance zones; drop zones; low-level approach and departure paths; Surface Danger Zone; and/or specified distance from installation boundary	Low	Long
Local Government Plans				
Invite military and other <i>Joining Forces</i> partners to participate in local planning and development advisory bodies and major plan updates and amendments, including Comprehensive Plans, neighborhood or corridor plans in areas of sensitivity, and transportation, infrastructure, and natural resource plans	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, Texas Military Department	Palo Pinto and Parker Counties and Municipalities	Medium	Mid
Incorporate compatibility in future Comprehensive Plans, sector, neighborhood and corridor plans, and other policy documents, including references to compatibility with Fort Wolters operations, maps, and recommendations identified in the JLUS	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, Texas Military Department	Palo Pinto and Parker Counties and Municipalities	Low	Long

Strategy	Partners	Area	Priority	Timeframe
Military Plans/Operations				
Collaborate with local communities to reinforce existing safety and reporting guidelines in the event of discovery of unexploded ordnance on off-installation land	Lead: Fort Wolters, Texas Military Department Supporting: City of Mineral Wells, Palo Pinto County, Parker County	Areas that are the site of former training operations and demonstrate risk of unexploded ordnance based on U.S. Army Corps of Engineers survey	High	Short
Conduct briefings of visiting military units to increase an understanding of training impacts, such as noise or military vehicle convoys on surrounding areas and promote compliance with existing mitigation procedures	Lead: Fort Wolters Supporting: Texas Military Department	Areas with adjacency to Fort Wolters range training and aviation operations	Medium	Short
Conduct additional analysis as necessary to reflect potentially significant changes in noise, safety or other operational impacts associated with new military missions or aircraft	Lead: Fort Wolters, Texas Military Department, NAS Forth Worth, JRB Supporting: City of Mineral Wells, Palo Pinto County, Parker County	Affected environment as determined by analysis	Low	Long

Strategy	Partners	Area	Priority	Timeframe
Noise Management/Avoidance				
Continue managing off-installation aviation noise impacts through feasible operational or timing adjustments that will not negatively affect training or readiness to reduce noise exposure on local communities and sensitive locations	Lead: Fort Wolters, NAS Fort Worth, JRB Supporting: Texas Military Department	Areas exposed to operational noise, including areas in proximity to the airfield, range and drop zones	Medium	Mid
Adopt sound attenuation building standards and/or energy efficiency practices to achieve indoor noise reduction in the construction of sensitive receptors, such as housing, schools or medical facilities within noise zones associated with range and airfield operations	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: NCTCOG	Areas exposed to operational noise, including areas near the airfield, range and drop zones	Low	Long
Connect homeowners and other noise sensitive receptors to available resources, such as weatherization and energy efficiency programs that offer guidance and incentives for the energy efficient retrofitting of structures	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: NCTCOG, Texas State Energy Conservation Office	Areas exposed to operational noise, including areas in proximity to the airfield, range and drop zones	Low	Long

Strategy	Partners	Area	Priority	Timeframe
Outdoor Lighting/Signs				
Explore dark-sky provisions that require or promote the use of fully shielded, cut-off outdoor lighting applications for major new developments (e.g. commercial, industrial uses, airports and airfields, outdoor sports stadiums) near military airfields	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, Texas Military Department, NAS Fort Worth, JRB	Airfield clearance zones; drop zones; low-level approach and departure path	Medium	Mid
Coordinate with Fort Wolters on the siting and design of digital billboards in airfield flight paths to reduce visual distraction of pilots	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, Texas Military Department, NAS Fort Worth, JRB	Airfield clearance zones; drop zones; low-level approach and departure path	Low	Short
Encourage the retrofitting of older, large-scale unshielded lighting applications (e.g. big-box commercial, major industrial uses, airports and airfields, outdoor sports stadiums) through an outreach campaign and use of energy efficiency incentives	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, Texas Military Department, NAS Fort Worth, JRB	Airfield clearance zones; drop zones; low-level approach and departure path	Low	Long
Physical Security				
Coordinate with Lake Mineral Wells State Park on security issues and enhance outreach to recreational users on the safety risks associated with trespass onto Fort Wolters	Lead: Fort Wolters, Texas Military Department Supporting: Texas Parks and Wildlife Department	Areas of Fort Wolters with adjacency to public lands	High	Short

Strategy	Partners	Area	Priority	Timeframe
Explore opportunities to enhance installation perimeter security and entry control points at Fort Wolters <ul style="list-style-type: none"> Conduct community outreach on the safety and security risks associated with trespass onto Fort Wolters 	Lead: Fort Wolters, Texas Military Department Supporting: City of Mineral Wells, Palo Pinto County, Parker County	Areas of Fort Wolters with adjacency to public lands or public access points	Medium	Mid
Transportation				
Identify any strategic upgrades or improved maintenance necessary to ensure the safety and adequacy of the supporting road network surrounding Fort Wolters	Lead: NCTCOG, TxDOT Supporting: Fort Wolters, City of Mineral Wells, Palo Pinto County, Parker County	Areas of Fort Wolters with adjacency to public lands or public access points	Low	Long

Acronyms:

- | | |
|---|---|
| DoD – Department of Defense | NCTCOG – North Central Texas Council of Governments |
| FAA – Federal Aviation Administration | RCC - Regional Coordination Committee |
| FCC – Federal Communications Commission | TCC - Texas Commander’s Council |
| MOAs - Military Operating Areas | TxDOT - Texas Department of Transportation |
| MTRs - Military Training Routes | UAS - Unmanned Aerial Systems |

Timeframe:

- Short** 1 to 2 years
Mid 3 to 5 years
Long 5+ years

Compatibility Strategy Menu – Camp Maxey and Communities

The table describes the recommended strategies for Camp Maxey and civilian organizations to continue enhancing compatibility of land uses around Camp Maxey, as well as recommendations for strengthening cooperation on a range of issues. These actions respond to issues and opportunities (listed below) identified by elected officials, DoD staff, and other community stakeholders. The menus organize strategies with the highest priority and shorter terms actions at the top of each category followed by less critical and longer term measures. Partners should revisit the menu to adapt strategies in response to local conditions, available resources, and changing needs and priorities.

Issues/Opportunities:

- Drones/unmanned aerial systems (UAS) can create physical hazards, such as midair strikes with aircraft, or pose security and safety threats to military installations **(Aviation and Airspace Safety)**
- Civilian aircraft regularly fly over the eastern portion of the installation, creating potential conflicts with firing range activities **(Aviation and Airspace Safety)**
- There are no formal channels of communication and coordination between Camp Maxey and surrounding communities and a desire for increased military-civilian outreach and coordination **(Communication and Coordination)**
- State, federal, and local entities manage significant land and water resources near Joining Forces installations. Changes in ownership or use of resources could potentially alter known compatibility impacts on military operations **(Communication and Coordination)**
- Less utilized facilities in the region offer opportunities for better coordination and sharing of military resources across installation boundaries. Communities around Camp Maxey indicated a desire to accommodate expanded military and defense-related operations and economic activity **(Economic Development)**
- Energy-related infrastructure, including utility-scale wind and solar, transmission lines, and gas wells can create aviation hazards near military airfields and MTRs and interfere with radar **(Energy Infrastructure)**
- The presence of rural lands, working farms, and sensitive environmental resources near Camp Maxey offers opportunities to establish conservation partnerships and create natural buffers around military operations **(Environmental/Cultural Resources)**

- Military training, including the use of vehicles, equipment, and ordnance, can contribute to a higher risk of wildfires and resulting safety threats to life and property (**Fire Management**)
- The presence of parks, lakes, detention ponds, sanitary landfills, or certain crops near airfields can attract birds and increase the risk of bird/aircraft strikes (**Land Use**)
- Local government plans set a policy framework for detailed compatibility actions. Some local government comprehensive or strategic planning studies, particularly older documents lack specific language on compatibility with military installations (**Local Government Plans**)
- Changes in missions or aircraft operational levels or mix can produce new noise, safety or other impacts on surrounding areas (**Military Plans/Operations**)
- Installations in the region host significant training activity by visiting military units. A lack of familiarity with nearby areas off the installation may contribute to increased noise or safety exposure during training (**Military Plans/Operations**)
- Sound attenuation construction practices and energy efficient design can reduce indoor noise exposure from nearby military training activity (**Noise Management/Avoidance**)
- Military installations in the region currently implement a range of avoidance and mitigation strategies to reduce aircraft noise exposure in surrounding areas (**Noise Management/Avoidance**)
- Light pollution and glare from lighting applications and digital billboards can interfere with pilot vision and the use of night-vision training devices (**Outdoor Lighting/Signs**)
- Hunters entering from adjacent recreational lands regularly trespass onto Camp Maxey lands, presenting a danger to themselves, as well as Soldiers in the training areas (**Physical Security**)
- Multiple entities use an on-base road built for the City of Paris' use, creating potential conflicts with training activities (**Physical Security**)
- Deficiencies in condition and/or capacity in the transportation network surrounding installations can affect the movement of military personnel or equipment and increase safety risks for all users (**Transportation**)
- Lack of signs can make the installation difficult to locate for visiting Guard members; in addition, better signs would alert the general public to the existence of Camp Maxey (**Transportation**)
- Traffic associated with the mulch plant near Camp Maxey's main gate has increased substantially, creating conflicts with gate traffic (**Transportation**)

Summary of High Priority and Short Term Actions – Camp Maxey and Communities

Category	Strategy
Airspace	Identify specific aviation and range training areas vulnerable to security and safety threats from unauthorized UAS activity
Airspace	Work with local airports and conduct outreach to the general aviation community to communicate safety risks to low-flying aircraft during active range operations and prevent unauthorized overflight near Camp Maxey
Communication and Coordination	Create formal, ongoing channels of communication and coordination between Camp Maxey and local communities to exchange information on major community actions and military operations that have potential compatibility impacts
Communication and Coordination	Develop outreach materials to include information and a map highlighting mission, economic impact, potential operational or safety issues in surrounding communities, and clear points of contact at Camp Maxey
Communication and Coordination	Establish a formal coordination process with the entities that manage Pat Mayse Lake reservoir and Wildlife Management Area to ensure that ongoing operations, management actions, and plans consider environmental and security impacts on Camp Maxey operations
Communication and Coordination	Support implementation of H.B. 890 by ensuring the ready availability of compatibility-related studies, such as the most recent AICUZ and/or JLUS (see footnote)
Energy	<p>Coordinate on the siting of energy infrastructure to reduce safety threats to aviation activity</p> <ul style="list-style-type: none"> • Coordinate to ensure that Camp Maxey receives updated mapping of the location of energy infrastructure
Land Use	Coordinate with the State Legislature and Lamar County representatives to establish the legal authority to implement land use controls that promote compatibility on unincorporated lands near critical Camp Maxey operations
Physical Security	Coordinate with Pat Mayse Lake and Wildlife Management Area on security issues and enhance outreach to recreational users on the safety risks associated with trespass onto Camp Maxey
Physical Security	<p>Work with the USACE to explore strategies to reduce the risk of trespass by:</p> <ul style="list-style-type: none"> • Moving the Camp Maxey boundary north to the lake, thus eliminating hunting at the northern installation boundary and helping to improve anti-trespass enforcement; OR • Banning hunting (and restricting other access) to the area between Camp Maxey and the lake
Physical Security	Coordinate maintenance of city road on Camp Maxey and regulate use to reduce potential trespass and safety conflicts with training operations

Revised Compatibility Strategies – Camp Maxey and Communities

Strategy	Partners	Area	Priority	Timeframe
Aviation and Airspace Safety				
Identify specific aviation and range training areas vulnerable to security and safety threats from unauthorized UAS activity	Lead: Camp Maxey Supporting: City of Paris, Lamar County, Local Airports	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas	High	Short
Work with local airports and conduct outreach to the general aviation community to communicate safety risks to low-flying aircraft during active range operations and prevent unauthorized overflight near Camp Maxey	Lead: Camp Maxey Supporting: City of Paris, Lamar County, FAA, NCTCOG, Local Airports, General Aviation Organizations	Lamar County and Municipalities	High	Short
Communication and Coordination				
Create formal, ongoing channels of communication and coordination between Camp Maxey and local communities to exchange information on major community actions and military operations that have potential compatibility impacts	Lead: Camp Maxey, City of Paris, Lamar County Supporting: Texas Military Department, Red River Veterans Authority, Ark-Tex COG	Lamar County and Municipalities	High	Short
Develop outreach materials to include information and a map highlighting mission, economic impact, potential operational or safety issues in surrounding communities, and clear points of contact at Camp Maxey	Lead: Camp Maxey Supporting: Texas Military Department, Red River Veterans Authority, City of Paris, Lamar County	Lamar County and Municipalities	High	Short

Strategy	Partners	Area	Priority	Timeframe
Establish a formal coordination process with the entities that manage Pat Mayse Lake reservoir and Wildlife Management Area to ensure that ongoing operations, management actions, and plans consider environmental and security impacts on Camp Maxey operations	Lead: Camp Maxey, Texas Military Department Supporting: U.S. Army Corps of Engineers, Texas Parks and Wildlife Department	Areas of Camp Maxey with adjacency to Pat Mayse Lake reservoir and Wildlife Management Area	High	Short
Support implementation of TX H.B. No. 890 by ensuring the ready availability of compatibility-related studies, such as the most recent AICUZ and/or JLUS ¹	Lead: City of Paris, Lamar County Supporting: RTAHP, NCTCOG, Ark-Tex COG	Lamar County and Municipalities	High	Short
Conduct at least an annual briefing in partner communities to increase awareness of missions, training schedules and special exercises, and any foreseeable operational changes or training workload	Lead: Camp Maxey Supporting: Texas Military Department, Red River Veterans Authority	Lamar County and Municipalities	Medium	Mid
Conduct on-installation visits, “field trips,” and open houses on an annual basis to increase awareness of the military mission among the public, key stakeholders, and representatives of <i>Joining Forces</i> partner entities	Lead: Camp Maxey Supporting: Texas Military Department, Red River Veterans Authority	Lamar County and Municipalities	Medium	Mid
Invite military representatives to sit as non-voting members of city and county advisory bodies and commissions	Lead: City of Paris, Lamar County Supporting: Camp Maxey, Texas Military Department	Lamar County and Municipalities	Medium	Mid

¹ Effective 9/1/17, Texas State House and Senate have passed HB 890 requires notice to purchasers of real property regarding the impact of military installations; cities and counties must provide access to the latest AICUZ or JLUS

Strategy	Partners	Area	Priority	Timeframe
Prepare and distribute a “welcome packet” with information on base background, mission, and operations for incoming residents to promote an understanding of operations and potential impacts	Lead: Camp Maxey, Texas Military Department Supporting: City of Paris, Lamar County	Areas with adjacency to range and airfield: airfield clearance zones; drop zones; low-level approach and departure paths; Surface Danger Zone; and/or specified distance from installation boundary	Low	Long
Economic Development				
Identify strategic investments, such as improvements in surrounding infrastructure to support a potential increase in installation capabilities at Camp Maxey: <ul style="list-style-type: none"> Encourage partnerships between military representatives and local economic development organizations, such as the Chamber of Commerce, to identify complementary defense-related spin-off private sector industries that can be recruited to the community 	Lead: City of Paris Supporting: Camp Maxey, Texas Military Department, Paris Chamber of Commerce and other nearby Chambers; Paris Economic Development Corporation	City of Paris	Medium	Mid

Strategy	Partners	Area	Priority	Timeframe
Energy Infrastructure				
<p>Coordinate on the siting of energy infrastructure to reduce safety threats to aviation activity</p> <ul style="list-style-type: none"> Coordinate to ensure that Camp Maxey receives updated mapping of the location of energy infrastructure 	<p>Lead: City of Paris, Lamar County</p> <p>Supporting: Camp Maxey, Texas Military Department, Cox Field</p>	<p>Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas</p>	<p>High</p>	<p>Short</p>
<p>Establish a formal local permitting/siting process for proposed energy projects that explicitly considers vertical intrusion, radar interference, visual distraction or other potential impacts on military training and operations</p>	<p>Lead: Lamar County</p> <p>Supporting: Camp Maxey, Texas Military Department</p>	<p>Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas</p>	<p>Medium</p>	<p>Mid</p>

Strategy	Partners	Area	Priority	Timeframe
Environmental/Cultural Resources				
<p>Drawing from City of Paris’ Evaluation of all Natural and Man-Made Resources, collaborate with conservation partners, non-profit groups, and research entities to identify areas with an overlap of military impact (e.g. noise or safety risk) and natural/working /cultural value and thus may be candidates for easement or fee-simple purchases through the Readiness and Environmental Protection Initiative (REPI)/Army Compatible Use Buffer (ACUB), and Sentinel Landscapes Partnership</p> <ul style="list-style-type: none"> Establish a regional partnership or partner with land trusts or research entities to conduct analysis of landscapes and working lands and identify appropriate management strategies, including potential management partnerships with willing landowners Increase landowner awareness of available programs, such as easements, tax incentives, beginning farmer and rancher grant and loan programs, local food systems, that support the economic viability and continued operation of existing farms and ranches 	<p>Lead: Camp Maxey, Texas Military Department Supporting: Natural Resources Conservation Service, Texas A&M University, Texas A&M AgriLife Extension Service; U.S. Fish & Wildlife Service, DoD</p>	<p>Conservation lands as identified near Camp Maxey</p>	<p>Low</p>	<p>Long</p>
Fire Management				
<p>Build on ongoing partnerships to coordinate on fire prevention and suppression strategies, including the implementation of fire breaks near training lands to reduce the risk of the spread of wildfires onto or off of the installation</p>	<p>Lead: Camp Maxey Supporting: Texas Forest Service, Natural Resources Conservation Service; City of Paris, Lamar County</p>	<p>Areas with adjacency to Camp Maxey range training operations</p>	<p>Medium</p>	<p>Mid</p>

Strategy	Partners	Area	Priority	Timeframe
Land Use				
<p>Coordinate with the State Legislature and Lamar County representatives to establish the legal authority to implement land use controls that promote compatibility on unincorporated lands near critical Camp Maxey operations</p>	<p>Lead: City of Paris, Lamar County Supporting: Camp Maxey, Texas Military Department, NCTCOG</p>	<p>Areas with adjacency to range and airfield: airfield clearance zones; drop zones; low-level approach and departure paths; Surface Danger Zone; and/or specified distance from installation boundary</p>	<p>High</p>	<p>Low</p>
<p>Work with Camp Maxey to develop a voluntary memorandum of agreement that establishes an area of joint consultation related to changes in military operations and proposed local ordinances, rules, plans or structures that could create compatibility issues</p>	<p>Lead: City of Paris, Lamar County, Camp Maxey Supporting: Texas Military Department, NCTCOG</p>	<p>Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield</p>	<p>High</p>	<p>Mid</p>

Strategy	Partners	Area	Priority	Timeframe
Reduce bird attraction by 1) establishing siting and design standards for uses, such as detention ponds, sanitary landfills, and crops in areas subject to low-level flights and 2) coordinating on Bird/Animal Aircraft Strike Hazard (BASH) measures with resource management entities	Lead: City of Paris, Lamar County Supporting: Camp Maxey, Texas Military Department, U.S. Army Corps of Engineers, Texas Parks and Wildlife Department	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield	High	Mid
Explore use State of Texas authority to establish a Joint Airport Zone (JAZ) Board to prevent aviation related hazards around Camp Maxey	Lead: City of Paris, Lamar County Supporting: Camp Maxey, Texas Military Department	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield	High	Mid

Strategy	Partners	Area	Priority	Timeframe
Use capital improvement planning and infrastructure system requirements to shape growth patterns and promote less dense, compatible development in areas exposed to military operational impacts, such as noise and safety risks	Lead: City of Paris Supporting: Lamar County	Areas with adjacency to range and airfield: airfield clearance zones; drop zones; low-level approach and departure paths; Surface Danger Zone; and/or specified distance from installation boundary	Medium	Long
Local Government Plans				
Coordinate with Pat Mayse Lake and Wildlife Management Area on security issues and enhance outreach to recreational users on the safety risks associated with trespass onto Camp Maxey	Lead: Camp Maxey, Texas Military Department Supporting: Texas Parks and Wildlife Department	Areas of Camp Maxey with adjacency to public lands	High	Short

Strategy	Partners	Area	Priority	Timeframe
Invite military and other <i>Joining Forces</i> partners to participate in local planning and development advisory bodies and major plan updates and amendments, including Comprehensive Plans, neighborhood or corridor plans in areas of sensitivity, and transportation, infrastructure, and natural resource plans	Lead: City of Paris, Lamar County Supporting: Camp Maxey, Texas Military Department	Lamar County and Municipalities	Medium	Mid
Incorporate compatibility in a future Comprehensive Plan, sector, neighborhood and corridor plans, and other policy documents, including references to compatibility with Camp Maxey operations, maps, and recommendations identified in the JLUS	Lead: City of Paris, Lamar County Supporting: Camp Maxey, Texas Military Department	Lamar County and Municipalities	Low	Long
Military Plans/Operations				
Conduct briefings of visiting military units to increase the understanding of training impacts, such as noise or military vehicle convoys, on surrounding areas and promote compliance with existing mitigation procedures	Lead: Camp Maxey Supporting: Texas Military Department	Areas with adjacency to Camp Maxey range training and aviation operations	Medium	Short

Strategy	Partners	Area	Priority	Timeframe
Explore opportunities to enhance installation perimeter security and entry control points at Camp Maxey <ul style="list-style-type: none"> Conduct community outreach on the safety and security risks associated with trespass onto Camp Maxey 	Lead: Camp Maxey, Texas Military Department Supporting: City of Paris, Lamar County	Areas of Camp Maxey with adjacency to public lands or public access points	Medium	Mid
Conduct additional environmental analysis as necessary to reflect potentially significant changes in noise, safety or other operational impacts associated with new military missions or aircraft <ul style="list-style-type: none"> Utilize GIS department within the Change Center of Command to provide analysis of any environmental impact that is due to military operations 	Lead: Camp Maxey, Texas Military Department Supporting: City of Paris, Lamar County	Affected environment as determined by analysis	Low	Long
Physical Security				
Coordinate maintenance of easement road on Camp Maxey and regulate use to reduce trespass and safety conflicts with training operations	Lead: Camp Maxey, City of Paris Supporting: Texas Military Department	Camp Maxey	High	Short
Work with the USACE to explore strategies to reduce the risk of trespass by: <ul style="list-style-type: none"> Moving the Camp Maxey boundary north to the lake, thus eliminating hunting at the northern installation boundary and helping to improve anti-trespass enforcement OR Banning hunting (and restricting other access) to the area between Camp Maxey and the lake 	Lead: Camp Maxey, Texas Military Department Supporting: USACE	Areas of Camp Maxey with adjacency to public lands	High	Short

Strategy	Partners	Area	Priority	Timeframe
Explore opportunities to enhance installation perimeter security and entry control points at Camp Maxey <ul style="list-style-type: none"> Conduct community outreach on the safety and security risks associated with trespass onto Camp Maxey 	Lead: Camp Maxey, Texas Military Department Supporting: City of Paris, Lamar County	Areas of Camp Maxey with adjacency to public lands or public access points	Medium	Mid
Transportation				
Add directional signs and “Military Entrance Ahead” signs to increase awareness of Camp Maxey, facilitate access, and reduce safety risks and conflicts during military convoys	Lead: TxDOT, Lamar County Supporting: Camp Maxey, Texas Military Department	Areas of Camp Maxey with adjacency to public access points	Medium	Short
Develop an access plan for Camp Maxey, including intersection improvements to manage commercial and installation traffic	Lead: TxDOT, Lamar County Supporting: Camp Maxey, Texas Military Department	Areas of Camp Maxey with adjacency to public access points	Medium	Mid
Identify any strategic upgrades or improved maintenance necessary to ensure the safety and adequacy of the supporting road network surrounding Camp Maxey	Lead: Ark-Tex Council of Governments, TxDOT Supporting: Camp Maxey, City of Paris, Lamar County	Areas of Camp Maxey with adjacency to public access points	Low	Long

Acronyms:

DoD – Department of Defense

FAA – Federal Aviation Administration

FCC – Federal Communications Commission

MOAs - Military Operating Areas

RCC - Regional Coordination Committee

MTRs - Military Training Routes

TCC - Texas Commander’s Council

TxDOT - Texas Department of Transportation

UAS - Unmanned Aerial Systems

USACE - U.S. Army Corps of Engineers

Timeframe:

Short 1 to 2 years

Mid 3 to 5 years

Long 5+ years

Compatibility Strategy Menu – NAS Forth Worth, JRB and Communities

The table describes the recommended strategies for NAS Forth Worth, JRB and civilian organizations to continue enhancing compatibility of land uses around the base, as well as recommendations for strengthening cooperation on a range of issues. These actions respond to issues and opportunities (listed below) identified by elected officials, DoD staff, and other community stakeholders. The menus organize strategies with the highest priority and shorter terms actions at the top of each category followed by less critical and longer term measures. Partners should revisit the menu to adapt strategies in response to local conditions, available resources, and changing needs and priorities.

Issues/Opportunities:

- High levels of commercial and general aviation activity from the Dallas-Fort Worth International Airport, Dallas Love Field, and other regional airports can create areas of aircraft congestion, increasing safety risks and constraining available airspace capacity (**Aviation and Airspace Safety**)
- Drones/unmanned aerial systems (UAS) can create physical hazards, such as midair strikes with aircraft, or pose security and safety threats to military installations (**Aviation and Airspace Safety and Communication and Coordination**)
- Actions implemented since the 2008 Joint Land Use Study and 2013 Planning for Livable Military Communities create a knowledge base to promote ongoing compatibility efforts across the region (**Communication and Coordination**)
- Consistent, active use of the existing RCC Development Review Web Tool among stakeholders would assist in promoting compatibility for proposed projects and broader long-term planning actions around NAS Fort Worth, JRB (**Communication and Coordination**)
- Residential turnover and infill and redevelopment opportunities in communities around NAS Fort Worth, JRB could bring new residents unfamiliar with military operations close to active training. Lack of familiarity can contribute to an increased perception of nuisance during flight operations (**Communication and Coordination**)
- Texas state law does not require real estate agents to disclose the proximity of property to military installations or training activity (**Communication and Coordination and Statewide Policy/Legislative Actions**)

- State, federal, and local entities manage significant land and water resources near Joining Forces installations. Changes in ownership or use of resources could potentially alter known compatibility impacts on military operations (**Communication and Coordination**)
- Energy-related infrastructure, including utility-scale wind and solar, transmission lines, and gas wells can create aviation hazards near military airfields and MTRs and interfere with radar (**Energy Infrastructure**)
- Increasing competition for frequency spectrum reduces the availability of bandwidth for military use (**Frequency and Spectrum Management**)
- Areas of higher aircraft accident risk and high average levels of aircraft noise extend from NAS Forth Worth, JRB into surrounding communities. A lack of aviation-specific regulatory overlays in some areas may leave land vulnerable to future development or redevelopment that is potentially incompatible with safety risks and noise issues (**Land Use**)
- The presence of nature reserves, detention ponds, or sanitary landfills near airfields can attract birds and increase the risk of bird/aircraft strikes (**Land Use**)
- Local government plans set a policy framework for detailed compatibility actions. Some local government comprehensive planning studies, particularly older documents lack specific language on compatibility with military installations (**Local Government Plans**)
- Changes in missions or aircraft operational levels or mix can produce new noise, safety or other impacts on surrounding areas (**Military Plans/Operations**)
- Sound attenuation construction practices and energy efficient design can reduce indoor noise exposure from nearby military training activity (**Noise Management/Avoidance**)
- Military installations in the region currently implement a range of avoidance and mitigation strategies to reduce aircraft noise in surrounding areas (**Noise Management/Avoidance**)
- Lockheed Martin conducts flight testing, which can generate noise impacts on surrounding areas, particularly during aircraft hovering (**Noise Management/Avoidance**)
- NAS Fort Worth, JRB aircraft generate noise impacts, including supersonic booms that can affect communities underlying the Brady and Brownwood MOAs (**Noise Management/Avoidance**)
- Light pollution and glare from lighting applications and digital billboards can interfere with pilot vision and the use of night-vision training devices (**Outdoor Lighting/Signs**)

- Adjoining recreational amenities increase the risk of trespass onto military lands (**Physical Security**)
- NCTCOG and local communities have undertaken numerous studies and projects to enhance transportation access to NAS Fort Worth, JRB and improve the function of area roadways (**Transportation**)

Summary of High Priority and Short Term Actions – NAS Forth Worth, JRB and Communities

Category	Strategy
Airspace	Identify specific aviation areas vulnerable to security and safety threats from unauthorized UAS activity
Communication and Coordination	Incorporate stakeholder feedback to identify improvements to the RCC Development Review Web Tool to ensure continuity in use and enhance its effectiveness as a coordination and communication platform
Communication and Coordination	Support implementation of H.B.890 by ensuring the ready availability of compatibility-related studies, such as the most recent AICUZ and/or JLUS (see footnote)
Communication and Coordination	Prepare and distribute a “welcome packet” with information on base background, mission, and operations for incoming residents to promote an understanding of operations and potential impacts
Energy	<p>Coordinate on the siting of energy infrastructure to reduce safety threats to aviation activity</p> <ul style="list-style-type: none"> • Coordinate to ensure that NAS Fort Worth, JRB receives updated mapping of the location of energy infrastructure <p>Promote use of the RCC tool to facilitate coordination in the siting of energy infrastructure</p>
Land Use	Explore adoption of a land use/development regulatory overlay to promote compatibility within clearly defined planning zones, including noise contours, and airfield Accident Potential Zones
Local Government Plans	Continue to support a redevelopment plan designed by Ridgmar Mall owners that is consistent with AICUZ land use compatibility guidelines and maintains safety with aircraft operations along the extended centerline of the assault landing strip on NAS Fort Worth JRB
Noise Management	Adopt sound attenuation building standards and/or energy efficiency practices to achieve indoor noise reduction in the construction of sensitive receptors, such as housing, schools or medical facilities within noise zones associated with range and airfield operations

Category	Strategy
Stormwater	<p>Strengthen awareness and promote the implementation of integrated stormwater management (iSWM) strategies and Low Impact Development (LID) techniques to reduce flooding risks across the watershed</p> <ul style="list-style-type: none"> • Conduct community outreach on the effects of additional impervious areas on stormwater quality and quantity • Connect communities and private sector developers with informational resources on iSWM and LID techniques • Develop an outline for a Stormwater Master Plan utilizing iSWM and LID components for use by city and county governments • Highlight regional best practice examples of iSWM/LID techniques • Encourage creation of stream buffers, the preservation of open space, and limitations on clearing and grading to enhance natural drainage functions • Build on the efforts of the Countywide Watershed Management Roundtable to facilitate continued regional dialogue on stormwater issues and strategies
Stormwater	<p>Enforce National Flood Insurance Program (NFIP) Regulations for the Farmers Branch Watershed to establish freeboard requirements above FEMA Base Flood Elevation (BFE)</p> <ul style="list-style-type: none"> • Require developments to file a Letter of Map Revision (LOMR) if a project effects the established FEMA BFE
Stormwater	<p>Increase the capacity and function of existing stormwater infrastructure through the re-grading of ditches and cleaning out culverts along highway corridors and the implementation of engineering improvements in storm drain inlets and upstream and on-system capture areas</p> <ul style="list-style-type: none"> • Clearly define ongoing operation and maintenance responsibilities
Transportation	<p>Continue implementing priority transportation and mobility projects to enhance access around NAS Fort Worth, JRB and surrounding communities, including planned improvements to Meandering Road and the SH 183 and 199 corridors</p>

Compatibility Strategies - NAS Fort Worth, JRB and Communities

Strategy	Partners	Area	Priority	Timeframe
Aviation and Airspace Safety				
Identify specific aviation areas vulnerable to security and safety threats from unauthorized UAS activity	Lead: NAS Fort Worth, JRB Supporting: City and County Governments	Airfield clearance zones; low-level approach and departure paths; and/or specified distance from airfield	High	Short
Communication and Coordination				
Incorporate stakeholder feedback to identify improvements to the RCC Development Review Web Tool to ensure continuity in use and enhance its effectiveness as a coordination and communication platform	Lead: NCTCOG Supporting: NAS Fort Worth, JRB, Municipalities, Tarrant County	Tarrant County and Municipalities	High	Short
Support implementation of TXHB 890 by ensuring the ready availability of compatibility-related studies, such as the most recent AICUZ and/or JLUS ¹	Lead: Municipalities, Tarrant County Supporting: Greater Fort Worth Association of REALTORS® NAS Fort Worth, JRB, NCTCOG	Tarrant County and Municipalities	High	Short
Prepare and distribute a “welcome packet” with information on base background, mission, and operations for incoming residents to promote an understanding of operations and potential impacts	Lead: Municipalities, NAS Fort Worth, JRB Supporting: NCTCOG, Tarrant County	Areas inside AICUZ; and/or specified distance from installation boundary	High	Short

¹ Effective 9/1/17, Texas State House and Senate have passed HB 890 requires notice to purchasers of real property regarding the impact of military installations; cities and counties must provide access to the latest AICUZ or JLUS

Strategy	Partners	Area	Priority	Timeframe
Update existing community outreach materials on compatibility to identify emerging issues, such as UAS operations and energy development	Lead: NAS Fort Worth, JRB, NCTCOG Supporting: Municipalities, Tarrant County	Tarrant County and Municipalities	Medium	Short
Tailor communication and outreach to concentrations of vulnerable population groups, such as senior citizens, lower-income households, or households with limited English proficiency, based on spatial analysis of noise and safety impacts and population demographics	Lead: NCTCOG Supporting: Municipalities, Tarrant County, NAS Fort Worth, JRB	Tarrant County and Municipalities	Medium	Short
Maintain an ongoing inventory of military-civilian compatibility actions implemented within the region to demonstrate best practices for knowledge sharing within the region <ul style="list-style-type: none"> Develop and report on metrics to track progress in promoting compatible development 	Lead: NCTCOG Supporting: Municipalities, Tarrant County, NAS Fort Worth, JRB	Tarrant County and Municipalities	Medium	Short
Establish a formal coordination process with the entities that manage the Lake Worth reservoir to ensure that ongoing operations, management actions, and plans consider environmental and security impacts on NAS Fort Worth, JRB operations <ul style="list-style-type: none"> Incorporate Lake Worth Watershed Greenprint findings and recommendations to maintain buffers around the installation 	Lead: NAS Fort Worth, JRB, City of Lake Worth, City of Fort Worth Supporting: NCTCOG	Areas of NAS Fort Worth with adjacency to public access points	Medium	Mid
Energy Infrastructure				
Coordinate on the siting of energy infrastructure to reduce safety threats to aviation activity <ul style="list-style-type: none"> Coordinate to ensure that NAS Fort Worth, JRB receives updated mapping of the location of energy infrastructure Promote use of the RCC tool to facilitate coordination in the siting of energy infrastructure 	Lead: Municipalities, Tarrant County Supporting: NAS Fort Worth, JRB, NCTCOG	SUAs; MOAs; MTRs; Areas inside AICUZ; and/or specified distance from installation	High	Short

Strategy	Partners	Area	Priority	Timeframe
Establish a formal local permitting/siting process for proposed energy projects that explicitly considers vertical intrusion, radar interference, visual distraction or other potential impacts on military training and operations	Lead: Municipalities Supporting: NAS Fort Worth, JRB, NCTCOG, Tarrant County	SUAs; MOAs; MTRs; Areas inside AICUZ; and/or specified distance from installation	Medium	Mid
Environmental/Cultural Resources				
Explore Readiness and Environmental Protection Integration (REPI) Program projects within areas around the main base or/and near off-base training areas: <ul style="list-style-type: none"> • Identify potential areas for land preservation and conservation programs through partnerships with installation and land conservation organizations and land trust agencies to initiate land acquisition • Align possible REPI areas with regional and local conservation priorities or opportunities for the voluntary acquisition of land in airfield Clear Zones and Accident Potential Zones • Meet with stakeholders to introduce conservation objectives, partnerships, and benefits to the community and base 	Lead: NAS Fort Worth, JRB Supporting: Natural Resources Conservation Service, Texas A&M University, Texas A&M AgriLife Extension Service; U.S. Fish & Wildlife Service, DoD, City and County Governments	Conservation lands as identified near NAS Fort Worth, JRB or off base training areas	Medium	Short

Strategy	Partners	Area	Priority	Timeframe
Frequency and Spectrum Management				
Identify “Exclusion Zones” for military Navigational Aid (NAVAID) protection to assist local governments in siting decisions: <ul style="list-style-type: none"> • Provide guidelines and maps of exclusion zones and notification areas to city and county governments and relevant state agencies • Pursue implementation of guidelines and exclusion zones in local zoning code • Pursue state legislation to support notification areas 	Lead: NAS Fort Worth, JRB Supporting: Municipalities, Tarrant County, NCTCOG	Designated Exclusions Zones as identified	High	Mid
Land Use				
Explore adoption of a land use/development regulatory overlay to promote compatibility within clearly defined planning zones, including noise contours, and airfield Accident Potential Zones	Lead: Municipalities Supporting: NCTCOG, Tarrant County	Areas inside AICUZ	High	Short to Mid
Reduce bird attraction by 1) establishing siting and design standards for uses, such as detention ponds, sanitary landfills, and crops in areas subject to low-level flights and 2) coordinating on Bird/Animal Aircraft Strike Hazard (BASH) measures with resource management entities <ul style="list-style-type: none"> • Coordinate with dredging operators in the Lake Worth area to ensure that any future dredging activities are scheduled and planned to minimize BASH occurrences, i.e., avoid dredging during winter • Continue approved/appropriate maintenance and trimming of vegetation and trees within and around property boundary • Coordinate with business owners adjacent to the installation to ensure debris and trash are properly covered 	Lead: Municipalities Supporting: NAS Fort Worth, JRB, Tarrant County, NCTCOG	Areas inside AICUZ; low-level approach and departure paths; and/or specified distance from airfield	Medium	Mid

Strategy	Partners	Area	Priority	Timeframe
Explore feasibility of the voluntary acquisition of land in airfield Clear Zones and Accident Potential Zones	Lead: Municipalities Supporting: NAS Fort Worth, JRB, Tarrant County, NCTCOG	Airfield Clear Zones and Accident Potential Zones	Low	Long
Use capital improvement planning and infrastructure system requirements to shape growth patterns and promote less dense, compatible development or infill redevelopment in areas exposed to military operational impacts, such as noise and safety risks	Lead: Municipalities Supporting: Tarrant County, NCTCOG	Tarrant County and Municipalities	Low	Long
Local Government Plans				
Continue to support a redevelopment plan designed by Ridgmar Mall owners that is consistent with AICUZ land use compatibility guidelines and maintains safety with aircraft operations along the extended centerline of the assault landing strip on NAS Fort Worth JRB	Lead: City of Fort Worth Supporting: NCTCOG, NAS Fort Worth, JRB	City of Fort Worth	High	Short
Continue to implement the recommendations in the Planning for Livable Military Communities (PLMC) document	Lead: Municipalities, Tarrant County Supporting: NCTCOG, NAS Fort Worth, JRB	Tarrant County and Municipalities	Medium	Mid
Incorporate compatibility in updates of Comprehensive Plans, sector, neighborhood and corridor plans, and other policy documents, including references to compatibility with NAS Fort Worth, JRB, maps, and recommendations identified in the JLUS or other plans, such as PLMC	Lead: Municipalities, Tarrant County Supporting: NCTCOG, NAS Fort Worth, JRB	Tarrant County and Municipalities	Medium	Mid
Military Plans/Operations				
Conduct additional analysis as necessary to reflect potentially significant changes in noise, safety or other operational impacts associated with new military missions or aircraft	Lead: NAS Fort Worth, JRB Supporting: Municipalities, Tarrant County	Affected environment as determined by analysis	Medium	Long

Strategy	Partners	Area	Priority	Timeframe
Noise Management/Avoidance				
Adopt sound attenuation building standards and/or energy efficiency practices to achieve indoor noise reduction in the construction of sensitive receptors, such as housing, schools or medical facilities within noise zones associated with range and airfield operations	Lead: Municipalities, Tarrant County Supporting: NCTCOG	Areas inside AICUZ	High	Short to Mid
Continue managing off-installation aviation noise impacts through feasible operational or timing adjustments that will not negatively affect training or readiness to reduce noise exposure on local communities and sensitive locations	Lead: NAS Fort Worth, JRB	SUAs; MOAs; MTRs; Areas inside AICUZ	Medium	Short
Conduct additional outreach on noise impacts in affected communities underlying MOAs and MTRs	Lead: NAS Fort Worth, JRB Supporting: Municipalities and Counties	Brady and Brownwood MOAs	Medium	Mid
Explore development of an incentive program, in partnership with the business community, to offer assistance (either grants or low-interest loans) to low- and moderate-income homeowners and other noise sensitive receptors to retrofit structures to provide sound attenuation	Lead: NCTCOG Supporting: Municipalities, Tarrant County, HUD, private sector	Areas inside AICUZ	Medium	Mid
Establish a sound mitigation certification program and certification program for homebuilders to promote implementation of noise attenuation construction practices	Lead: NCTCOG Supporting: Municipalities, Tarrant County, private sector	Areas inside AICUZ	Medium	Mid
Connect homeowners and other noise sensitive receptors to available resources, such as weatherization and energy efficiency programs, that offer guidance and incentives for the energy efficient retrofitting of structures	Lead: Municipalities, Tarrant County Supporting: NCTCOG, Texas State Energy Conservation Office	Areas inside AICUZ	Low	Mid

Strategy	Partners	Area	Priority	Timeframe
Outdoor Lighting/Signs				
Explore dark-sky provisions that require or promote the use of fully shielded, cut-off outdoor lighting applications for major new developments (e.g. commercial, industrial uses, airports and airfields, outdoor sports stadiums) near military airfields	Lead: Municipalities, Tarrant County Supporting: NAS Fort Worth, JRB	Areas inside AICUZ; low-level approach and departure path	High	Medium
Coordinate with military installations on the siting and design of digital billboards in airfield flight paths to reduce visual distraction of pilots	Lead: Municipalities, Tarrant County Supporting: NAS Fort Worth, JRB	Areas inside AICUZ; low-level approach and departure paths	Medium	Short
Encourage the retrofitting of older, large-scale unshielded lighting applications (e.g. big-box commercial, major industrial uses, airports and airfields, outdoor sports stadiums) through an outreach campaign and use of energy efficiency incentives	Lead: Municipalities, Tarrant County Supporting: NAS Fort Worth, JRB	Areas inside AICUZ; low-level approach and departure paths	Low	Long
Physical Security				
Explore opportunities to enhance installation perimeter security and entry control points at NAS Fort Worth, JRB <ul style="list-style-type: none"> Conduct community outreach on the safety and security risks associated with trespass on NAS Fort Worth, JRB, including the prohibition of photography or any other recording of imagery of base property 	Lead: Municipalities, Tarrant County Supporting: NAS Fort Worth, JRB	Areas of NAS Fort Worth, JRB with adjacency to public lands or public access points	Medium	Mid

Strategy	Partners	Area	Priority	Timeframe
Stormwater/Drainage				
<p>Strengthen awareness and promote the implementation of integrated stormwater management (iSWM) strategies and Low Impact Development (LID) techniques to reduce flooding risks across the watershed</p> <ul style="list-style-type: none"> • Conduct community outreach on the effects of additional impervious areas on stormwater quality and quantity • Connect communities and private sector developers with informational resources on iSWM and LID techniques • Develop an outline for a Stormwater Master Plan utilizing iSWM and LID components for use by city and county governments • Highlight regional best practice examples of iSWM/LID techniques • Encourage creation of stream buffers, the preservation of open space, and limitations on clearing and grading to enhance natural drainage functions • Build on the efforts of the Countywide Watershed Management Roundtable to facilitate continued regional dialogue on stormwater issues and strategies 	<p>Lead: NCTCOG Supporting: Municipalities, Tarrant County</p>	<p>Watershed</p>	<p>High</p>	<p>Short</p>

Strategy	Partners	Area	Priority	Timeframe
<p>Increase the capacity and function of existing stormwater infrastructure through the re-grading of ditches and cleaning out culverts along highway corridors and the implementation of engineering improvements in storm drain inlets and upstream and on-system capture areas</p> <ul style="list-style-type: none"> Clearly define ongoing operation and maintenance responsibilities 	<p>Lead: TxDOT, City of White Settlement, City of Fort Worth</p> <p>Supporting: Tarrant County, NAS Fort Worth, JRB</p>	<p>Watershed NAS Fort Worth, JRB</p>	<p>High</p>	<p>Short to Mid</p>
<p>Enhance erosion control to assist in maintaining the function and capacity of stormwater infrastructure through the use of measures, including:</p> <ul style="list-style-type: none"> Drop structures Baffle blocks Rock riprap downstream of culverts and bridge abutments Concrete line ditches 	<p>Lead: TxDOT, City of White Settlement, City of Fort Worth</p> <p>Supporting: Tarrant County, NAS Fort Worth, JRB</p>	<p>Watershed NAS Fort Worth, JRB</p>	<p>High</p>	<p>Short to Mid</p>
<p>Conduct a detailed hydrology and hydraulic study for the Farmers Branch Watershed and NAS Fort Worth, JRB by updating the 2005 Section 205 hydrology and hydraulics:</p> <ul style="list-style-type: none"> Incorporate best available information from LIDAR and new survey for channels and bridge, culverts and storm drains, overtopping elevations, gutters, flowlines and pipe inverts Use the analysis to set higher design standards for state and city facilities, including providing freeboard at roadway crossings 	<p>Lead: TxDOT, City of White Settlement, City of Fort Worth</p> <p>Supporting: FEMA, USACE, NCTCOG, Tarrant County, NAS Fort Worth, JRB, private sector</p>	<p>Watershed NAS Fort Worth, JRB</p>	<p>High</p>	<p>Mid to Long</p>

Strategy	Partners	Area	Priority	Timeframe
Maintain pre-development site runoff levels through the use of strategies, including: <ul style="list-style-type: none"> • Detention ponds or underground storage • Vegetated swales • Rain gardens • Re-routing of storm drain systems • Maintenance of green space • Buyout of properties in floodplains 	Lead: FEMA Supporting: Municipalities, Tarrant County, NCTCOG, USACE, private sector	Watershed	Medium	Mid to Long
Transportation				
Continue implementing priority transportation and mobility projects to enhance access into and around NAS Fort Worth, JRB and surrounding communities, including planned improvements to Meandering Road and the SH 183 and 199 corridors	Lead: Municipalities, Tarrant County, NCTCOG, TxDOT Supporting: NAS Fort Worth, JRB	Areas of NAS Fort Worth, JRB with adjacency to public access points	High	Short to Mid
Alleviate traffic congestion issues on base and in the surrounding communities through measures such as: <ul style="list-style-type: none"> • Continuing joint coordination of drill weekend schedules • Promoting alternative transportation and flexible work hours • Promoting shuttles to and from the base during drill weekends • Seeking public transportation options to/from DFW Airport • Organize and promote incentive programs and transportation alternatives • Promoting awareness of existing federal incentive alternative transportation programs and NCTCOG regional transportation programs 	Lead: NAS Fort Worth, JRB Supporting: Municipalities, Tarrant County, NCTCOG, TxDOT, private sector	Areas of NAS Fort Worth, JRB with adjacency to public access points	Medium	Short to Mid

Acronyms:

AICUZ - Air Installation Compatible Use Zones

BFE - Base Flood Elevation

DoD – Department of Defense

FAA – Federal Aviation Administration

FCC – Federal Communications Commission

FEMA - Federal Emergency Management Agency

HUD – Department of Housing and Urban Development

iSWM - Integrated Stormwater Management

LID - Low Impact Development

LOMR - Letter of Map Revision

MOAs - Military Operating Areas

MTRs - Military Training Routes

NCTCOG – North Central Texas Council of Governments

NFIP - National Flood Insurance Program

RCC - Regional Coordination Committee

SUA – Special Use Airspace

TCC - Texas Commander’s Council

TxDOT - Texas Department of Transportation

UAS - Unmanned Aerial Systems

USACE - U.S. Army Corps of Engineers

Timeframe:

Short 1 to 2 years

Mid 3 to 5 years

Long 5+ years

Compatibility Strategy Menu – Redmond Taylor Army Heliport (RTAHP) and Communities

The table describes the recommended strategies for RTAHP and civilian organizations to continue enhancing compatibility of land uses around RTAHP, as well as recommendations for strengthening cooperation on a range of issues. These actions respond to issues and opportunities (listed below) identified by elected officials, DoD staff, and other community stakeholders. The menus organize strategies with the highest priority and shorter terms actions at the top of each category followed by less critical and longer term measures. Partners should revisit the menu to adapt strategies in response to local conditions, available resources, and changing needs and priorities.

Issues/Opportunities:

- High levels of commercial and general aviation activity from the Dallas-Fort Worth International Airport, Dallas Love Field, and other regional airports can create areas of aircraft congestion, increasing safety risks and constraining available airspace capacity. Aviation congestion restricts the use of airspace for Redmond Taylor Army Heliport (RTAHP) training operations. (**Aviation and Airspace Safety**)
- Drones/unmanned aerial systems (UAS) can create physical hazards, such as midair strikes with aircraft, or pose security and safety threats to military installations (**Aviation and Airspace Safety**)
- There is an absence of formal channels of communication and coordination between RTAHP and surrounding communities and a desire for increased military-civilian outreach and coordination (**Communication and Coordination**)
- The City of Dallas has explored re-use opportunities for the Hensley Field site. RTAHP is the “long term” tenant for this portion of Hensley Field with expectation of tenancy to continue until the 2037-39 period (**Communication and Coordination**)
- There is an existing settlement agreement between the City of Dallas and the U.S. Navy which requires the Navy to complete a full soil and water cleanup to residential standards by 2017.
- Residential turnover and infill and redevelopment opportunities in communities could bring new residents unfamiliar with military operations close to active training. Lack of familiarity can contribute to an increased perception of nuisance during flight operations (**Communication and Coordination**)

- Texas state law does not require real estate agents to disclose the proximity of property to military installations or training activity (**Communication and Coordination** and **Statewide Policy/Legislative Actions**)
- State, federal, and local entities manage significant land and water resources near Joining Forces installations. Changes in ownership or use of resources could potentially alter known compatibility impacts on military operations (**Communication and Coordination**)
- Energy-related infrastructure, including utility-scale wind and solar, transmission lines, and gas wells can create aviation hazards near military airfields and MTRs and interfere with radar (**Energy Infrastructure**)
- Areas of higher aircraft accident risk and high average levels of aircraft noise extend from RTAHP into surrounding communities. The City of Dallas has identified noise contours (indicating areas of higher noise exposure) over Hensley Field and an aviation easement is in place. (**Land Use**)
- The presence of parks, lakes, detention ponds, or sanitary landfills near airfields can attract birds and increase the risk of bird/aircraft strikes (**Land Use**)
- Local government plans set a policy framework for detailed compatibility actions. Some local government comprehensive planning studies, particularly older documents lack specific language on compatibility with military installations (**Local Government Plans**)
- Changes in missions or aircraft operational levels or mix can produce new noise, safety or other impacts on surrounding areas (**Military Plans/Operations**)
- Installations in the region host significant training activity by visiting military units. A lack of familiarity with nearby areas off the installation may contribute to increased noise or safety exposure during training (**Military Plans/Operations**)
- RTAHP helicopter operations generate noise impacts that affect residents in the Redbird community of Dallas and near Dallas Executive Airport (**Noise Management/Avoidance**)
- Sound attenuation construction practices and energy efficient design can reduce indoor noise exposure from nearby military training activity (**Noise Management/Avoidance**)
- RTAHP currently implements a range of avoidance and mitigation strategies to reduce aircraft noise exposure in surrounding areas (**Noise Management/Avoidance**)
- Light pollution and glare from lighting applications and digital billboards can interfere with pilot vision and the use of night-vision training devices (**Outdoor Lighting/Signs**)

- Adjoining recreational amenities and nearby residential areas increase the potential for trespass onto military lands and expose people to safety risks (**Physical Security**)
- Deficiencies in condition and/or capacity in the transportation network surrounding RTAHP can affect the movement of military personnel or equipment and increase safety risks for all users (**Transportation**)
- The need for military personnel to move heavy equipment through the adjacent residential area can be disruptive to residents and harmful to residential streets (**Transportation**)
- The bridge inside the installation gate is aging and may need repair (**Transportation**)

Summary of High Priority and Short Term Actions – RTAHP and Communities

Category	Strategy
Airspace	Identify specific aviation areas vulnerable to security and safety threats from unauthorized UAS activity
Communication and Coordination	Continue briefings with regional partners to build support and strengthen engagement in ongoing Joining Forces compatibility implementation activities
Communication and Coordination	RTAHP to enhance its participation in established channels of communication for major community actions, such as proposed zoning changes, that have potential compatibility impacts: <ul style="list-style-type: none"> • Leverage existing meetings and communication methods in departments, such as the City of Dallas Real Estate Division of the Sustainable Development and Construction Department and the City of Dallas Aviation Department
Communication and Coordination	Support implementation of TXHB 890 by ensuring the ready availability of compatibility-related studies, such as the most recent AICUZ and/or JLUS (see footnote)
Communication and Coordination	Develop outreach materials to include information on mission, economic impact, and clear points of contact at RTAHP, as well as a map highlighting general operational impacts such as noise in surrounding communities
Communication and Coordination	Support implementation of TXHB 890 by ensuring the ready availability of compatibility-related studies, such as the most recent AICUZ and/or JLUS (see footnote)
Communication and Coordination	Collaboratively develop a framework for on-site maintenance, infrastructure, and tenant activity that promotes compatible community and military uses at RTAHP
Energy	Coordinate on the siting of energy infrastructure to reduce safety threats to aviation activity <ul style="list-style-type: none"> • Coordinate to ensure that RTAHP receives updated mapping of the location of energy infrastructure
Noise Management	Use aircraft noise attenuation requirements in the existing building code to promote compatible development within noise contours established for Hensley Field
Noise Management	Consider sound attenuation building standards and/or energy efficiency practices to achieve indoor noise reduction in the construction of sensitive receptors, such as housing, schools or medical facilities within noise zones
Noise Management	Initiate outreach to neighborhoods experiencing noise impacts from RTAHP operations, including areas in proximity to RTAHP and Dallas Executive Airport

Revised Compatibility Strategies – RTAHP and Communities

Strategy	Partners	Area	Priority	Timeframe
Aviation and Airspace Safety				
Identify specific aviation areas vulnerable to security and safety threats from unauthorized UAS activity	Lead: RTAHP Supporting: City of Dallas, City of Grand Prairie, Dallas County	Airfield clearance zones; low-level approach and departure paths; and/or specified distance from airfield	High	Short
Communication and Coordination				
Continue briefings with regional partners to build support and strengthen engagement in ongoing <i>Joining Forces</i> compatibility implementation activities	Lead: NCTCOG Supporting: City and County Governments	City of Dallas, City of Grand Prairie, Dallas County	High	Short
RTAHP to enhance its participation in established channels of communication regarding major community actions, such as proposed zoning changes, that have potential compatibility impacts: <ul style="list-style-type: none"> Leverage existing meetings, communication methods, and points of contact in departments, such as the City of Dallas Real Estate Division of the Sustainable Development and Construction Department, the City of Dallas Aviation Department, the City of Grand Prairie City Council Development Committee, and Real Property at the Texas Military Department 	Lead: RTAHP, City of Dallas, City of Grand Prairie Supporting: NCTCOG, Real Property - Texas Military Department, Dallas County	City of Dallas, City of Grand Prairie, Dallas County	High	Short

Strategy	Partners	Area	Priority	Timeframe
Post compatibility-related studies, such as the most recent AICUZ and/or JLUS, on local government websites to comply with HB 890 ¹	Lead: City of Dallas, City of Grand Prairie, Dallas County Supporting: RTAHP, NCTCOG, MetroTex Association of REALTORS	City of Dallas, City of Grand Prairie, Dallas County	High	Short
Develop outreach materials to include information on mission, economic impact, and clear points of contact at RTAHP, as well as a map highlighting general operational impacts such as noise in surrounding communities	Lead: RTAHP Supporting: Texas Military Department, NCTCOG, City of Dallas, City of Grand Prairie, Dallas County	City of Dallas, City of Grand Prairie, Dallas County	High	Short
RTAHP to continue communications through contact established in its lease agreement	Lead: RTAHP, City of Dallas, City of Grand Prairie, Dallas County Supporting: NCTCOG, Texas Military Department	RTAP	High	Short to Mid
Work with RTAHP to develop a voluntary memorandum of agreement that establishes joint consultation and communication procedures for changes in military operations and proposed local ordinances, rules, plans or structures that could create compatibility issues	Lead: City of Grand Prairie, Dallas County Supporting: RTAHP, Texas Military Department, NCTCOG	Areas inside low-level approach and departure paths; and/or specified distance from airfield	Medium	Mid
Conduct at least an annual briefing in partner communities to increase awareness of missions, training schedules and special exercises, and any foreseeable operational changes or training workload	Lead: RTAHP Supporting: Texas Military Department	City of Dallas, City of Grand Prairie, Dallas County	Medium	Mid

¹ Effective 9/1/17, Texas State House and Senate have passed HB 890 requires notice to purchasers of real property regarding the impact of military installations; cities and counties must provide access to the latest AICUZ or JLUS

Strategy	Partners	Area	Priority	Timeframe
<p>Continue to conduct on-installation visits, “field trips,” and open houses on an annual basis to increase awareness of the military mission among the public, key stakeholders, and representatives of <i>Joining Forces</i> partner entities</p> <ul style="list-style-type: none"> Build on existing efforts such as coordination with aviation program at Grand Prairie ISD 	<p>Lead: RTAHP Supporting: Texas Military Department</p>	<p>City of Dallas, City of Grand Prairie, Dallas County</p>	<p>Medium</p>	<p>Mid</p>
<p>Prepare and distribute a “welcome packet” with information on base background, mission, and operations for incoming residents to promote an understanding of operations and potential impacts</p>	<p>Lead: RTAHP, Texas Military Department Supporting: City of Dallas, City of Grand Prairie, Dallas County</p>	<p>Areas with adjacency to base and airfield: airfield clearance zones; low-level approach and departure paths; and/or specified distance from installation boundary</p>	<p>Medium</p>	<p>Mid</p>
<p>Establish a formal coordination process with the entities that manage Mountain Creek Lake to ensure that ongoing operations, management actions, and plans consider environmental and security impacts on RTAHP operations</p>	<p>Lead: RTAHP, Texas Military Department, U.S. Army Corps of Engineers, Texas Parks and Wildlife Department, Excelon Energy Company Supporting: City of Dallas, City of Grand Prairie, Dallas County</p>	<p>Areas of RTAHP with adjacency to public lands</p>	<p>Medium</p>	<p>Mid</p>

Strategy	Partners	Area	Priority	Timeframe
Energy Infrastructure				
Coordinate on the siting of energy infrastructure to reduce safety threats to aviation activity <ul style="list-style-type: none"> Coordinate to ensure that RTAHP receives updated mapping of the location of energy infrastructure 	Lead: City of Grand Prairie, Dallas County Supporting: RTAHP, NCTCOG	Airfield clearance zones; low-level approach and departure paths; and/or specified distance from installation boundary	High	Short
RTAHP to monitor and comment, as appropriate the permitting and the siting process for proposed energy projects to consider vertical intrusion, radar interference, visual distraction or other potential compatibility impacts on military training and operations.	Lead: RTAHP, NCTCOG Supporting: City of Grand Prairie, Dallas County	Airfield clearance zones; low-level approach and departure paths; and/or specified distance from installation boundary	Medium	Mid
Land Use				
Explore adoption of a land use/development regulatory overlay to promote compatible development within clearly defined planning zones around RTAHP, including noise contours and airfield Accident Potential Zones	Lead: City of Grand Prairie Supporting: RTAHP, NCTCOG	Areas inside noise contours	Medium	Mid
Use existing siting and design standards in the City of Dallas, as well as NCTCOG’s General Aviation and Heliport System Plan to reduce bird attraction associated with uses, such as detention ponds, sanitary landfills, and crops in low-level flight areas: Coordinate on Bird/Animal Aircraft Strike Hazard (BASH) measures with resource management entities	Lead: City of Dallas, City of Grand Prairie Supporting: RTAHP, NCTCOG, Dallas County	Areas inside low-level approach and departure paths; and/or specified distance from airfield	Medium	Mid
Consider capital improvement planning and infrastructure system requirements that promotes compatible development or redevelopment in areas exposed to military operational impacts, such as noise and safety risks	Lead: City of Dallas, City of Grand Prairie, Dallas County Supporting: NCTCOG	City of Dallas, City of Grand Prairie, Dallas County	Medium	Mid

Strategy	Partners	Area	Priority	Timeframe
Local Government Plans				
Consider Inviting <i>Joining Forces</i> partners, as relevant, to participate as a stakeholder in major plan updates and amendments, including Comprehensive Plans, area, neighborhood or corridor plans, which could affect RTAHP operations	Lead: City of Dallas, City of Grand Prairie, Dallas County Supporting: RTAHP, Texas Military Department	City of Dallas, City of Grand Prairie, Dallas County	High	Short
Consider compatibility in updates of Comprehensive Plans, area, neighborhood or corridor plans, which could affect RTAHP operations	Lead: City of Dallas, City of Grand Prairie, Dallas County Supporting: RTAHP, Texas Military Department	City of Dallas, City of Grand Prairie, Dallas County	High	Ongoing
Military Plans/Operations				
Conduct briefings of visiting military units and U.S. training detachments to increase an understanding of training impacts, such as noise or military vehicle convoys on surrounding areas and promote compliance with existing mitigation procedures	Lead: RTAHP Supporting: Texas Military Department	Areas with adjacency to RTAHP training and aviation operations	Medium	Short
Conduct additional analysis as necessary to provide local governments with information on potentially significant changes in noise, safety or other operational impacts associated with new military missions or aircraft	Lead: RTAHP, Texas Military Department Supporting: City of Dallas, City of Grand Prairie, Dallas County	Affected environment as determined by analysis	Low	Long

Strategy	Partners	Area	Priority	Timeframe
Noise Management/Avoidance				
Use aircraft noise attenuation requirements in the existing building code to promote compatible development within noise contours established for Hensley Field	Lead: City of Dallas Supporting: RTAHP	Areas inside noise contours	High	Short
Consider sound attenuation building standards and/or energy efficiency practices to achieve indoor noise reduction in the construction of sensitive receptors, such as housing, schools or medical facilities within noise zones	Lead: City of Grand Prairie Supporting: RTAHP	Areas inside noise contours	High	Short to Mid
Initiate outreach to neighborhoods experiencing noise impacts from RTAHP operations, including areas in proximity to RTAHP, Dallas Executive Airport, and Midway Regional Airport	Lead: RTAHP, Texas Military Department Supporting: City of Dallas, City of Grand Prairie, Dallas County, NCTCOG	Noise contours or other noise exposed training areas	High	Short to Mid
Manage and reduce off-installation aviation noise impacts through feasible operational or timing adjustments that will not negatively affect training or readiness	Lead: RTAHP, Texas Military Department	Noise contours or other noise exposed training areas	Medium	Short
Connect homeowners and other noise sensitive receptors to available resources, such as weatherization and energy efficiency programs, that offer guidance and incentives for the energy efficient retrofitting of structures	Lead: City of Dallas, City of Grand Prairie, Dallas County Supporting: NCTCOG, Texas State Energy Conservation Office	Noise contours or other noise exposed training areas	Low	Mid

Strategy	Partners	Area	Priority	Timeframe
Outdoor Lighting/Signs				
Explore dark-sky provisions that require or promote the use of fully shielded, cut-off outdoor lighting applications for major new developments (e.g. commercial, industrial uses, airports and airfields, outdoor sports stadiums) near military airfields	Lead: City of Dallas, City of Grand Prairie, Dallas County Supporting: RTAHP	Airfield clearance zones; low-level approach and departure paths; and/or specified distance from installation boundary	Medium	Mid
Use existing approval processes to coordinate with military installations on the siting and design of digital billboards in airfield flight paths to reduce visual distraction of pilots	Lead: City of Dallas, City of Grand Prairie, Dallas County Supporting: RTAHP	Airfield clearance zones; low-level approach and departure paths; and/or specified distance from installation boundary	Medium	Short
Encourage the retrofitting of older, large-scale unshielded lighting applications (e.g. big-box commercial, major industrial uses, airports and airfields, outdoor sports stadiums)	Lead: City of Dallas, City of Grand Prairie, Dallas County Supporting: RTAHP	Airfield clearance zones; low-level approach and departure paths; and/or specified distance from installation boundary	Low	Long

Strategy	Partners	Area	Priority	Timeframe
Physical Security				
Explore opportunities to enhance installation perimeter security and entry control points at RTAHP Conduct community outreach on the safety and security risks associated with trespass on RTAHP	Lead: RTAHP, Texas Military Department Supporting: City of Dallas, City of Grand Prairie, Dallas County	Areas of RTAHP with adjacency to public lands or public access points	Medium	Mid
Coordinate with Mountain Creek Lake management entities on security issues and enhance outreach to recreational users on the safety risks associated with trespass onto RTAHP	Lead: RTAHP, Texas Military Department, U.S. Army Corps of Engineers, Texas Parks and Wildlife Department, Excelon Energy Company Supporting: City of Dallas, City of Grand Prairie	Areas of RTAHP with adjacency to public lands or public access points	Medium	Mid

Strategy	Partners	Area	Priority	Timeframe
Transportation				
Identify any strategic upgrades or improved maintenance necessary to ensure the safety and adequacy of the supporting road network surrounding RTAHP	Lead: NCTCOG, TxDOT, RTAHP, Texas Military Department Supporting: City of Dallas, City of Grand Prairie, Dallas County	Areas of RTAHP with adjacency to public access points	Medium	Mid
Explore the possibility of moving the entrance gate to the northeast side of RTAHP to enhance safety and reduce conflicts with the surrounding residential neighborhood	Lead: RTAHP, Texas Military Department Supporting: NCTCOG, City of Dallas, City of Grand Prairie	Entry point of RTAHP	Medium	Long

Note: Shaded rows indicate strategies that require clarification and/or further discussion

Acronyms:

- DoD – Department of Defense
- FAA – Federal Aviation Administration
- FCC – Federal Communications Commission
- MOAs - Military Operating Areas
- MTRs - Military Training Routes
- NCTCOG – North Central Texas Council of Governments
- RCC - Regional Coordination Committee
- TCC - Texas Commander’s Council
- TxDOT - Texas Department of Transportation
- UAS - Unmanned Aerial Systems

Timeframe:

- Short** 1 to 2 years
- Mid** 3 to 5 years
- Long** 5+ years

DFW Clean Cities 2016 Annual Report Results



Regional Transportation Council
August 10, 2017



Pamela Burns
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Department of Energy Goal to Save 2.5 Billion Gallons of Petroleum Per Year by 2020

DFW Clean Cities Goal to Increase Petroleum Reduction by 15% Every Year

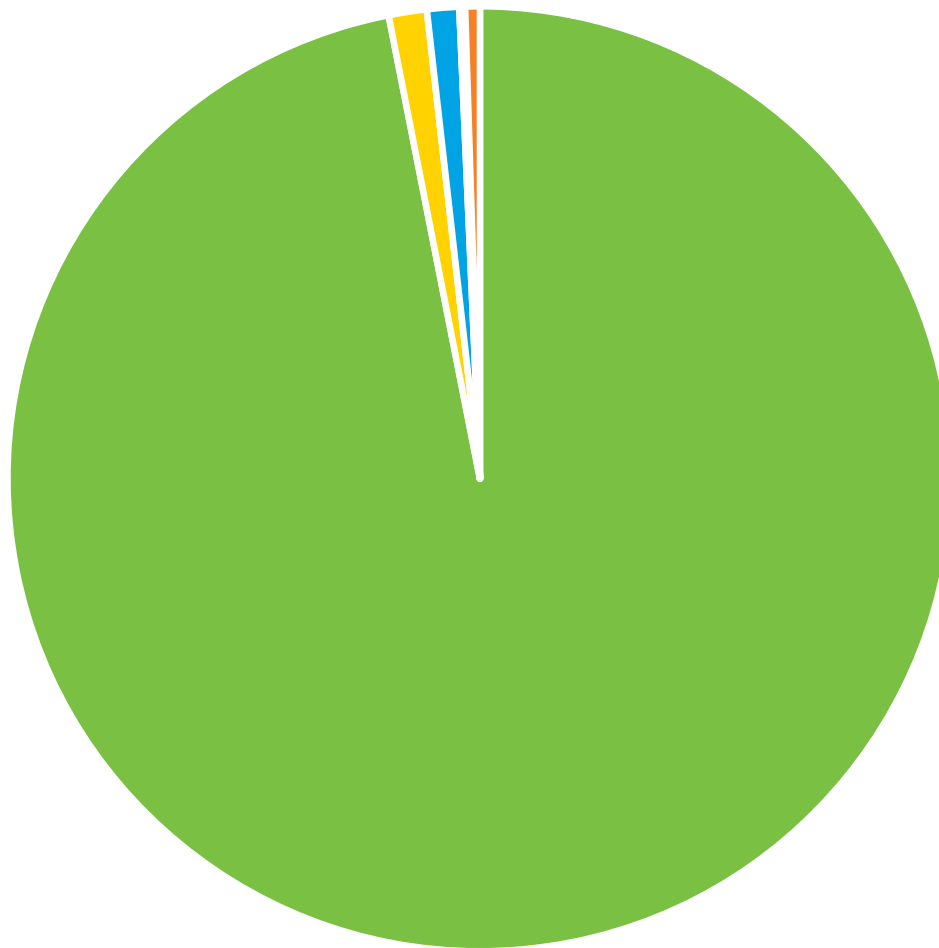
Combined Effort with Clean Fleet Policy

North Texas Fleet Data – Private Vehicles Not Included

Reports Collected Every March

www.dfwcleancities.org/annualreport

2016 Gallons of Gasoline Equivalent Reduced: 25,450,518

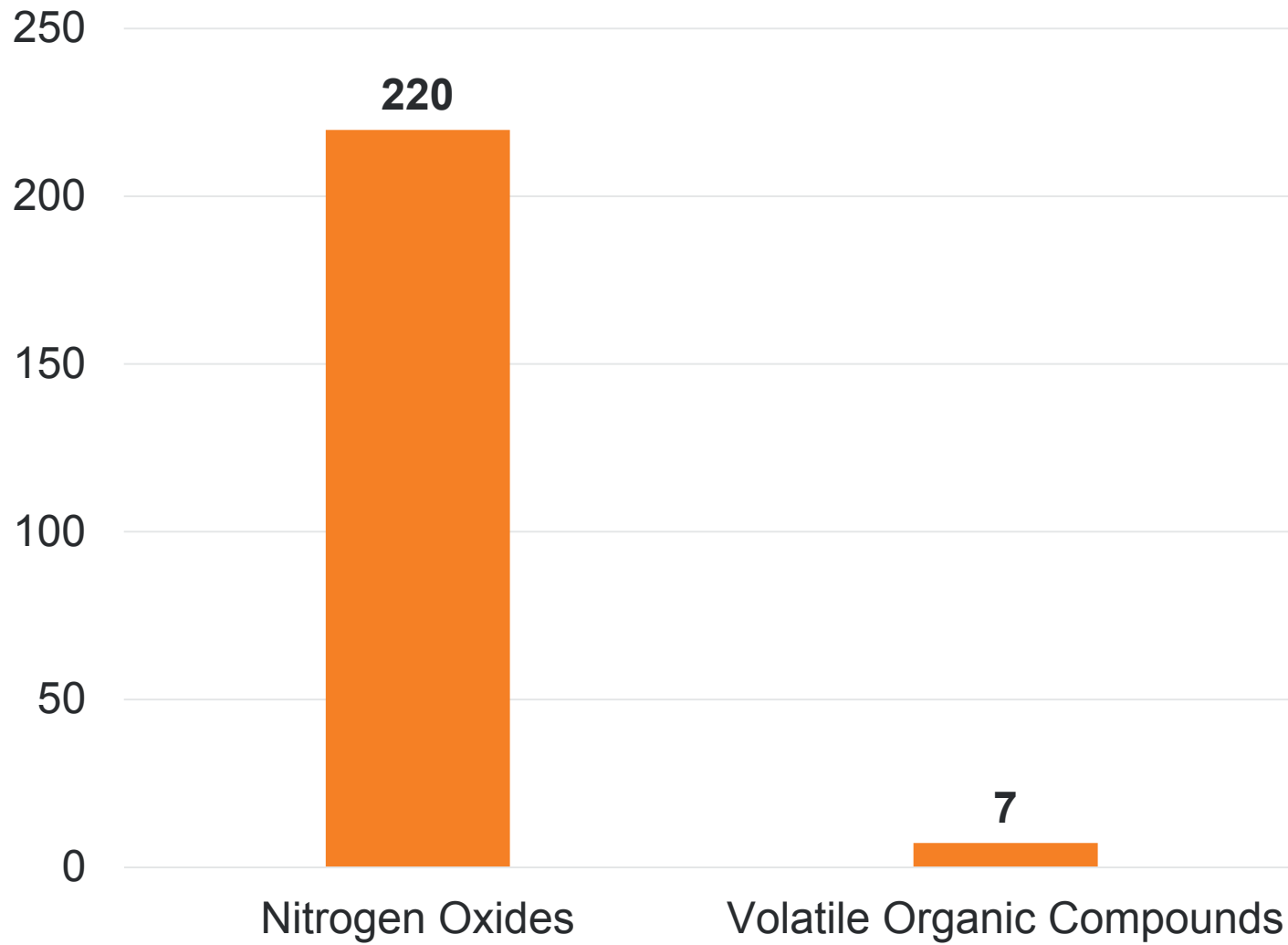


- Alternative Fuel (97%)
- Idle Reduction (1%)
- Hybrid Vehicles (1%)
- Electric and Plug-In Hybrid (<1%)
- Off-Road (<1%)
- Fuel Economy Improvements (<1%)

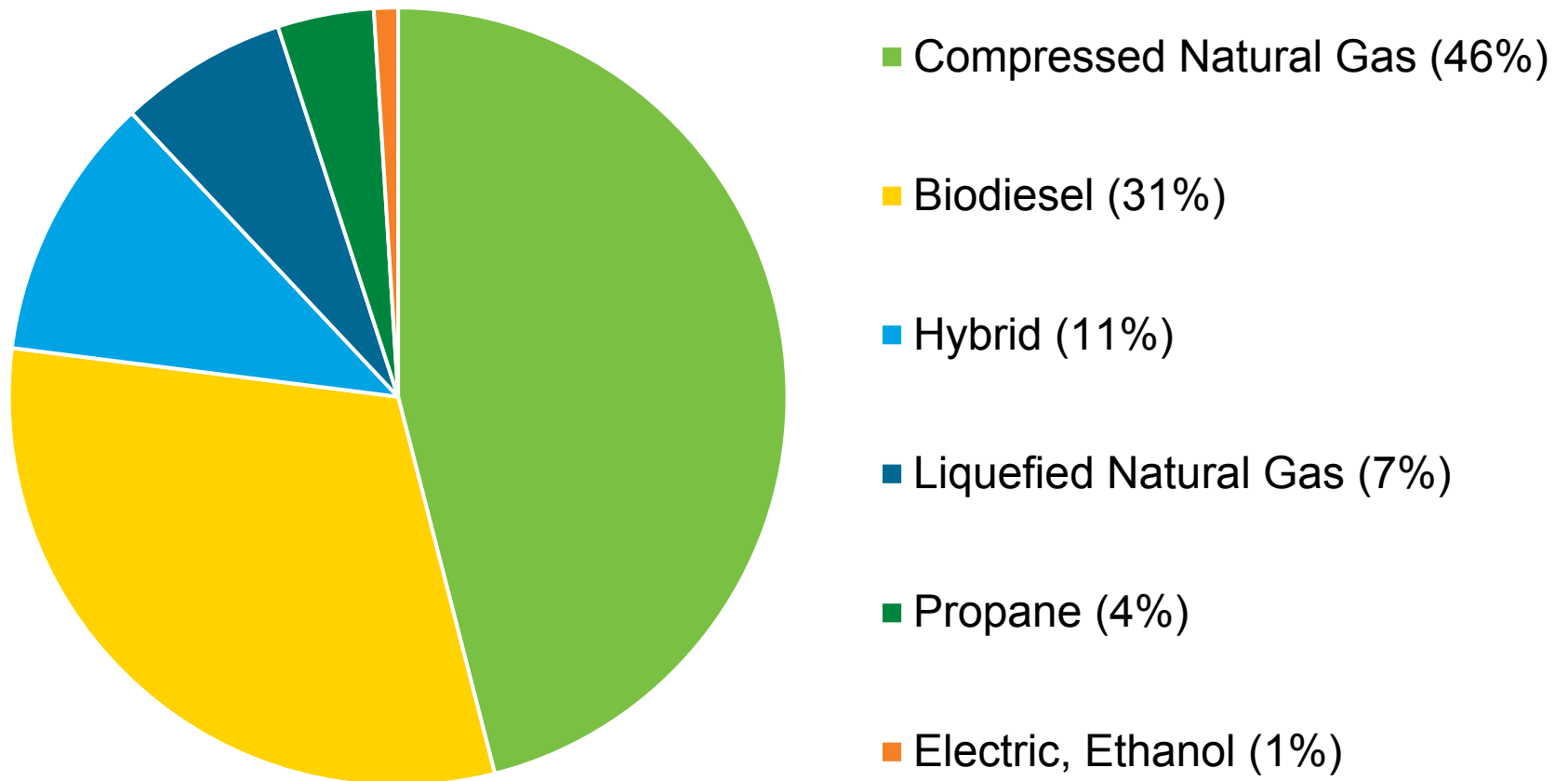
DFW Clean Cities 2016 Annual Report Results



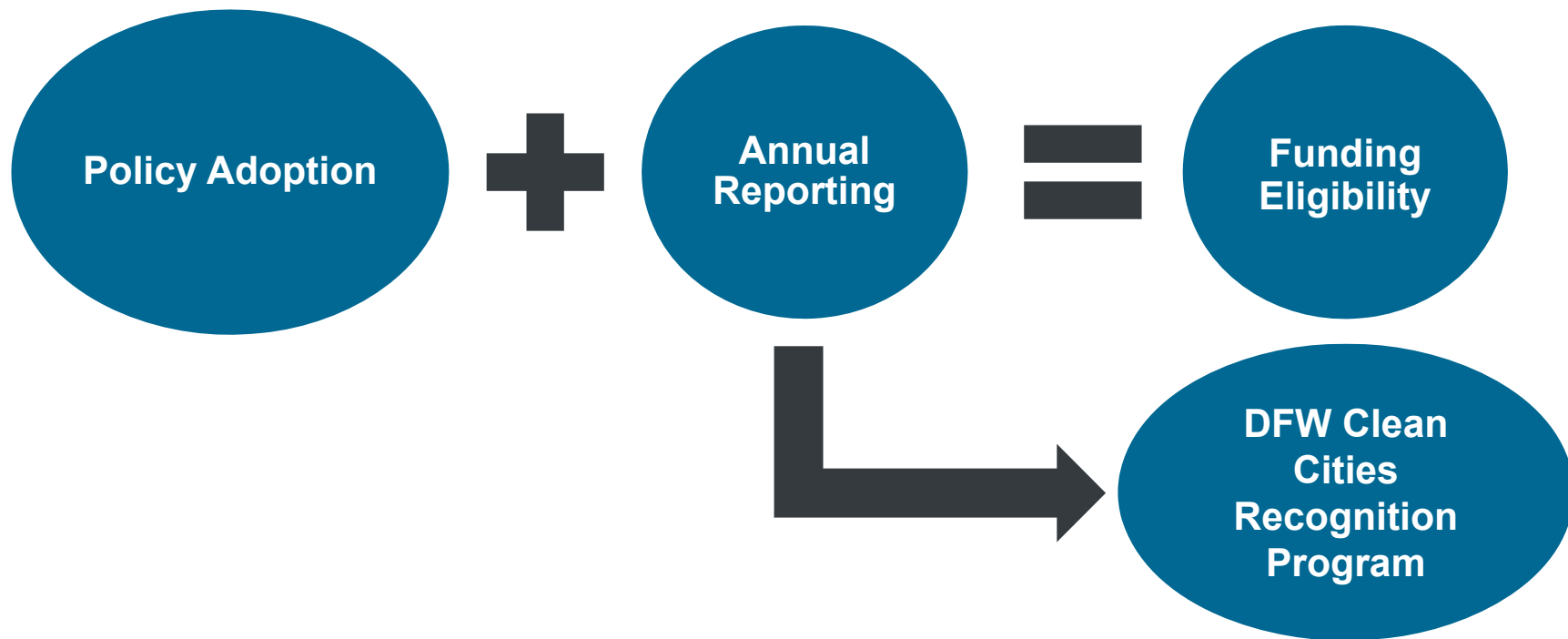
Criteria Pollution Reductions (Tons per Year)



Emissions Reduced By Fuel Type



RTC Funding Eligibility



2016 Reduction Short of 15 Percent Goal

Accurate Data Gathering Critical

Additional Fleet Engagement

Clean Fleet Policy + Annual Report = Recognition

Emissions Reduced Aid Transportation Conformity

Contact Information



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DFW Clean Cities Staff
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DFW Clean Cities Website
www.dfwcleancities.org

NCTCOG Funding Website
www.nctcog.org/aqfunding

Clean Fleet Policy Website
www.nctcog.org/fleetpolicy



Dallas-Fort Worth
CLEAN CITIES



North Central Texas Council Of Governments

June 30, 2017

Ms. DeAnn Walker
Senior Policy Advisor
Office of the Texas Governor
PO Box 12428
Austin, TX 78711

Dear Ms. Walker:

Thank you again for the opportunity to provide input to the Governor's office with regard to Environmental Mitigation Trust funds available to Texas through the Volkswagen Clean Air Act Civil Settlement. During verbal comments provided at the workshop on June 26, I referenced formal comments that the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for North Central Texas, had previously transmitted. This correspondence is enclosed for your reference.

The North Central Texas Council of Governments (NCTCOG), which serves as staff to the RTC, has previously served as a third-party administrator of the Texas Commission on Environmental Quality Texas Emissions Reduction Plan funds totaling over \$22 million. NCTCOG has also administered over approximately \$7.9 million in Environmental Protection Agency funding awarded under Diesel Emission Reduction Act programs, in addition to funding from other federal agencies which was allocated to similar "clean vehicle" initiatives. Through these experiences, NCTCOG staff has developed substantial first-hand insight into effective ways to administer funds similar in size and scope to the Environmental Mitigation Trust, including elements of risk inherent to various funding approaches and typical obstacles faced by end-user fleets. As you move forward in this process and work toward developing an implementation plan, we would be happy to answer any questions or offer any additional feedback that may be helpful. Also, to the extent possible, please keep us updated with any relevant information on the State's implementation plan as our local governments, transit agencies, and businesses are eager to explore the possibilities available under this initiative.

NCTCOG looks forward to an opportunity to collaborate on how to best leverage these funds to benefit the State of Texas. If you have any questions or would like any further information, please do not hesitate to contact me at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,

Chris Klaus
Senior Program Manager

LPC:mg/lp

Enclosures



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

March 9, 2017

The Honorable Greg Abbott
Governor of Texas
Office of the Governor
P.O. Box 12428
Austin, Texas 78711-2428

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

Dear Governor Abbott and Attorney General Paxton:

The Regional Transportation Council (RTC), a roster is included as Attachment 1, which serves as the Metropolitan Planning Organization for North Central Texas, is responsible for meeting federal transportation conformity requirements resulting from our ozone nonattainment status. In addition, the RTC is very involved and committed in implementing a diverse array of emission reduction projects and programs that lessen mobile source impacts. To this end, the RTC sent correspondence to Assistant Attorney General Cruden and Attorney General Paxton on March 10, 2016, requesting a portion of any financial settlement which results from the Department of Justice's (DOJ) Civil Action and the Texas Attorney General's (AG) lawsuit filed in 2015 (Volkswagen Group of America, Inc. and Audi America, LLC), be distributed equitably to all nonattainment areas, see Attachment 2. Since that time, Volkswagen has agreed to a Partial Consent Decree with the United States, which includes the creation of a Mitigation Trust to fund eligible mitigation actions. At this time, the sum from Partial Consent Decrees suggest funding for the State of Texas of approximately \$209 million.

The RTC encourages the State of Texas to pursue funding available to the state as part of the Mitigation Trust established by the Volkswagen Partial Consent Decrees. Accompanying this letter are recommendations on allocating the \$209 million allotment to the State of Texas, as well as suggestions for the dispersal process of the funds, see Attachment 3. Texas can use this funding to not only improve the air quality throughout the state, but can also allow Texas to invest in infrastructure and create jobs. The RTC has a strong collaborative history with the state and the Texas Commission on Environmental Quality to improve the nonattainment situation in our region. These funds will have a significant impact in improving the quality of life in the region as well have a positive impact on the private and public sectors in a variety of ways. The RTC appreciates your attention to this matter, and looks forward to working with you.

March 9, 2017

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Ron Jensen', with a long horizontal flourish extending to the right.

Ron Jensen
Chair, Regional Transportation Council
Mayor, City of Grand Prairie

CK:ch
Attachments

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

REGIONAL TRANSPORTATION COUNCIL

Ron Jensen, Chair
Mayor
City of Grand Prairie

Rob Franke, P.E., Vice Chair
Mayor
City of Cedar Hill

Gary Fickes, Secretary
Commissioner
Tarrant County

Monica R. Alonzo
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City of Dallas

Bruce Arfsten
Mayor Pro Tem
Town of Addison

Douglas Athas
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City of Garland

Sara Bagheri
Councilmember
City of Denton

Brian Barth, P.E.
District Engineer
Texas Department of
Transportation, Fort Worth District

Carol Bush
County Judge
Ellis County

Mike Cantrell
Commissioner
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City of Mansfield

Rudy Durham
Mayor
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Andy Eads
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Denton County Transportation
Authority

Sandy Greyson
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Mojo Haddad
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North Texas Tollway Authority

Roger Harmon
County Judge
Johnson County

Clay Lewis Jenkins
County Judge
Dallas County

Jungus Jordan
Councilmember
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Lee M. Kleinman
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David Magness
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Stan Pickett
Mayor
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Kelly Selman, P.E.
District Engineer
Texas Department of
Transportation, Dallas District

Gary Slagel
Board Secretary
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City of North Richland Hills

William Tsao, P.E.
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City of Dallas

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Councilmember
City of Irving

Duncan Webb
Commissioner
Collin County

B. Glen Whitley
County Judge
Tarrant County

Kathryn Wilemon
Councilmember
City of Arlington

W. Jeff Williams
Mayor
City of Arlington

Erik Wilson
Deputy Mayor Pro Tem
City of Dallas

W. B. "Zim" Zimmerman
Councilmember
City of Fort Worth



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

March 10, 2016

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

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

Dear Assistant Attorney General Cruden and Attorney General Paxton:

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

The actions by both the DOJ and Texas AG were a result of findings that Volkswagen AG installed illegal emissions defeat devices in light-duty vehicles with diesel engines. These defeat devices allow tailpipe emissions up to 40 times the legal level of Nitrogen Oxides (NO_x).

These settlement funds would be earmarked to implement air quality projects and/or programs to off-set the increased emissions from the diesel vehicles equipped with the emission test defeat devices. This is important because the Dallas-Fort Worth region is NO_x-limited, which means decreases or increases in NO_x emissions, such as the increases resulting from the emissions test-cheat devices, have a more profound effect on the overall ozone levels.

It is a federal requirement that regions designated nonattainment for ozone must demonstrate transportation conformity for the long-range Metropolitan Transportation Plan (MTP). As the region develops or amends the MTP, the North Central Texas Council of Governments (NCTCOG), as staff to the RTC, must ensure it complies with these federal requirements and the associated motor vehicle emissions budgets for NO_x and volatile organic compounds set by the State Implementation Plan. To develop the on-road emissions inventories for the region, NCTCOG uses the Environmental Protection Agency's (EPA) Motor Vehicle Emissions

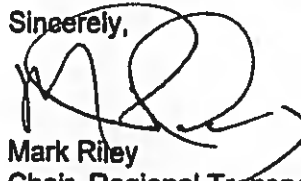
March 10, 2016

Simulator, which includes local inputs and built-in federal vehicle emission standards. The overall emissions for the region are based on many factors, including the assumption vehicle's emission systems design and function are in compliance with State and federal emissions standards. As a result of the recent findings, certain Volkswagen, Audi, and Porsche diesel vehicles are operating above the federally allowed NO_x emissions limits, air quality planning has underestimated these emissions and additional emission reduction control strategies are necessary. Financial assistance through any level of settlement funds would allow nonattainment areas such as the Dallas-Fort Worth region to implement said emission reduction control strategies to offset unhealthy emission impacts.

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

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

Sincerely,



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

JPL:ch

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

Elements of Proposed Technical Plan

Upon the State of Texas pursuit of available funding to the state as part of the Mitigation Trust established by the Volkswagen Partial Consent Decrees, the Regional Transportation Council (RTC) requests that the State of Texas, by and through the Office of the Governor, designate the Texas Commission on Environment Quality (TCEQ) as the Lead Agency for the purposes of Texas' participation in the Mitigation Trust. The RTC believes that the TCEQ has shown reliable capabilities in the dispersal of their Texas Emission Reduction Program grants, and has the administrative and technical capacity to serve as the Lead Agency for Texas. The RTC also requests to allow input from regions and other interested parties throughout Texas on the development of the Mitigation Plan.

As stated in the 2.0 L Partial Consent Decree, acceptable projects are identified that allow regions flexibility to maximize investments, with emphasis on high nitrogen oxides reduction programs. The North Central Texas Region can benefit from this Mitigation Trust by implementing said emission reduction strategies to offset unhealthy emissions impacts. As projects vary in benefits across different regions, the RTC suggests that use of funds be determined by each regional Council of Governments (COG) and administration functions be streamlined and flexible to allow for quick project implementation. If a COG is unwilling or unable to participate in the spending of funds, the RTC requests the TCEQ, as the Lead Agency, retain and disperse remaining funds to regions that demonstrate adequate need and interest.

To ensure the appropriate allocation of funds, the RTC requests 90 percent of funds be suballocated to each COG region by total number of registered Volkswagen, Audi, and Porsche vehicles subject to the Partial Consent Decrees in that area. The selected regions are recommended to be based on Transportation Management Areas that were recently recommended nonattainment for the 2015 National Ambient Air Quality Standard for Ozone or have an existing vehicle inspection/maintenance program. As an added benefit, this recommendation falls in line to similar regions identified in Texas Clear Lanes.

Utilizing data supplied by the National Renewable Energy Laboratory, the following table highlights potential suballocated funding results for each COG after distributing impacted Volkswagen, Audi, and Porsche vehicles. The RTC suggests the remaining 10 percent balance be used as a set aside for other interested COG regions.

Texas Regional Councils	Vehicles Affected				Potential Settlement Per Texas Regional Councils
	2.0 Liter	3.0 Liter	Total		
Alamo Area Council of Governments (AACOG) ^{1, 2, 3}	4,014	482	4,496	11.12%	\$27,438,116
Capital Area Council of Governments (CAPCOG) ^{1, 2, 3}	4,657	729	5,386	13.32%	\$32,869,593
Houston-Galveston Area Council (H-GAC) ^{1, 2, 3}	8,056	1,599	9,655	23.87%	\$58,922,377
North Central Texas Council of Governments (NCTCOG) ^{1, 2, 3}	8,789	1,537	10,326	25.53%	\$63,017,345
Rio Grande Council of Governments (RGCOG) ^{1, 2}	870	89	959	2.37%	\$5,852,570
Remaining Regions with 10% Set Aside	8,813	809	9,622	10.00%	\$20,900,000
Total Vehicles Affected in State of Texas					40,444
VW Settlement to the State of Texas					\$209,000,000
Fair Share Funding Recommendation Total (VW Settlement – 10% Set Aside)					\$188,100,000
Total Vehicles in Fair Share Funding Recommendation					30,822
Potential Settlement Per Vehicle with Fair Share Funding Recommendation					\$6,103

Fair Share Funding Recommendation: Regional counties within Transportation Management Areas: are proposed for nonattainment under 2015 NAAQS for Ozone or have existing vehicle inspection/maintenance programs; and/or are a part of Texas Clear Lanes

1. Transportation Management Area
2. Proposed Ozone Nonattainment Area (2015 Ozone NAAQS) and/or has Existing Vehicle Inspection/Maintenance Program
3. Texas Clear Lanes

Registration Source: NREL (Polk Vehicle Registration Database)

VW Settlement to the State of Texas Source: Partial Consent Decree 2.0L (9/30/16) and 3.0L (12/20/16)

VW Settlement Project Types - Emissions Reductions, Costs and Other Considerations*:

★	Port Cargo-Handling Equipment (CHE) (Forklifts w/>8k lbs lift capacity, scrappage required)	%	Example NOx Reduced (tons per year)	Example Cost of Electric Port CHE (\$)	Other Considerations	
Private	- Repower (all-electric + charging, + install)	75%	RTG (650-hp): 1.0 to 3.5 tons Yard Hostler (200-hp): 0.4 to 1.4 tons Forklift (72-hp): 0.3 to 0.7 tons	Electric RTG: \$250,000 to \$1.5M+ Electric Yard Hostler: \$150,000 to 250,000+ Electric Forklift: \$30,000+	+ <u>Zero-emission</u> projects + High horsepower, high annual usage equipment results in large NOx reductions + Significant <u>community benefits</u>	
	- Replacement (all-electric + charging)	75%				
Public	- Repower (all-electric + charging, + install)	100%				
	- Replacement (all-electric + charging)	100%				
★	Freight Switchers (Pre-Tier 4 w/ >1000 hours/year, scrappage required)	% Cost Reimbursement	Example NOx Reduced (tons per year)	Example Switcher Repower Cost (\$)	Other Considerations	
Private	- Repower (diesel, alt-fuel, hybrid, incl. gen-sets, + install)	40%	2 to 12+ tons <i>(potential for much higher reductions for high usage T0/unregulated engines)</i>	\$1M+	+ Freight switchers can have very old engines (30-40 years) + Limited alternative funding available	
	- Repower (all-electric + charging, + install)	75%				
	- Replacement (diesel, alt-fuel, hybrid, incl. gen-sets)	25%				
	- Replacement (all-electric + charging)	75%				
Public	- Repower (diesel, alt-fuel, hybrid, incl. gen-sets, + install)	100%				
	- Repower (all-electric + charging, + install)	100%				
	- Replacement (diesel, alt-fuel, hybrid, incl. gen-sets)	100%				
	- Replacement (all-electric + charging)	100%				
★	Ferries/Tugs (Unregulated/Tier 1/2 marine, scrappage required)	% Cost Reimbursement	Example NOx Reduced (tons per year)	Example Vessel Repower Cost (\$)	Other Considerations	
Private	- Repower (diesel to Tier 4 or upgrade to CMS/VEU, alt-fuel, hybrid, + install)	40%	Tug (4000-hp): 18 to 30 tons	Tug (4000-hp): \$2M+	+ Vessels typically have 2 propulsion engines and 1-2 auxiliary engines + Limited alternative funding available	
	- Repower (all-electric + charging, + install)	75%				
Public	- Repower (diesel to Tier 4 or upgrade to CMS/VEU, alt-fuel, hybrid, + install)	100%				
	- Repower (all-electric + charging, + install)	100%				
★	Ocean-Going Vessel (OGV) Shorepower (Equipment: cables, cable management systems, coupler systems, control systems, power distribution)	% Cost Reimbursement	Example NOx Reduced (tons per year)	Estimated (\$)	Other Considerations	
Private	- Shoreside costs	25%	123 tons	\$5M+	+ Good option for frequent callers, such as cruise ships + Limited alternative funding available <i>Note: may also be a cost-effective option for tugs</i>	
Public	- Shoreside costs	100%				
★	DERA Option			Example NOx Reduced (tons per year)	Example Cost of OGV Bonnet Technology (\$)	Other Considerations
	- Beneficiaries may use funds for non-federal voluntary match; only applies for State DERA programs (EPA would need to approve technology) <i>*If beneficiaries were to choose to modify the existing state DERA program, and if Congress appropriates funding to the DERA program, funding could be used for other very cost-effective projects, such as stack bonnet technologies that reduce ocean-going vessel emissions*</i>			OGV Stack Bonnet Technology (AMECS): 100+ tons <i>(depends on vessels; technology not yet approved)</i>	\$4M to 6M	+ OGV hoteling emissions have not been previously addressed and represent a large opportunity + Houston Ship Channel potential could be significant (>140 terminals)
★	Class 8 Local Freight/Waste/Dump Trucks & Port Drayage Trucks (1992-2009, scrappage required)	% Cost (Freight)	% Cost (Drayage)	Example NOx Reduced (tons per year)	Example Cost of Class 8b Truck (\$)	Other Considerations
Private	- Repower (diesel, alt-fuel, hybrid, + install)	40%	40%	0.2 to 1.0 ton	\$100,000 to \$125,000+	+ <u>Community benefits</u> for projects where trucks travel in neighborhoods (e.g., drayage and waste haulers) - Alternative funding available
	- Repower (all-electric + charging, + install)	75%	75%			
	- Replacement (diesel, alt-fuel, hybrid)	25%	50%			
	- Replacement (all-electric + charging)	75%	75%			
Public	- Repower (diesel, alt-fuel, hybrid, + install)	100%	100%			
	- Repower (all-electric + charging, + install)	100%	100%			
	- Replacement (diesel, alt-fuel, hybrid)	100%	100%			
	- Replacement (all-electric + charging)	100%	100%			

★	Class 4-8 School Bus, Shuttle Bus, or Transit Bus (<=2009, scrappage required)	% Cost Reimbursement	Example NOx Reduced (tons per year)	Example Cost of School & Transit Bus (\$)	Other Considerations
Private	- Repower (diesel, alt-fuel, hybrid, + install)	40%	School bus: 0.1 to 0.2 ton	School bus: \$125,000+	+ School bus projects have important health co-benefits for children + May reduce idling in neighborhoods & at schools + Public transit supports <u>reduced congestion</u> - Alternative funding available
	- Repower (all-electric + charging, + install)	75%			
	- Replacement (diesel, alt-fuel, hybrid)	25%			
	- Replacement (all-electric + charging)	75%			
Public	- Repower (diesel, alt-fuel, hybrid, + install)	100%	Urban bus: 0.3 to 0.7 ton	Transit bus: \$400,000+	
	- Repower (all-electric + charging, + install)	100%			
	- Replacement (diesel, alt-fuel, hybrid)	100%			
	- Replacement (all-electric + charging)	100%			
★	Airport Ground Support Equipment (GSE) (< Tier 4 CI, Uncert/>3.0 g/bhp-hr SI, scrappage required)	%	Example NOx Reduced (tons per year)	Estimated (\$)	Other Considerations
Private	- Repower (all-electric + charging, + install)	75%	Baggage Tug (100-hp): 0.1 to 0.4 ton Aircraft Tug (500-hp): 0.6 to 2 tons	Electric Baggage Tug (100-hp): \$30,000+ Electric Aircraft Tug (500-hp): \$90,000+	+ Zero-emission projects + Projects could support both passenger and air freight operations - Alternative funding available
	- Replacement (all-electric + charging)	75%			
Public	- Repower (all-electric + charging, + install)	100%			
	- Replacement (all-electric + charging)	100%			
	Class 4-7 Local Freight ("Medium") Trucks (1992-2009, scrappage required)	% Cost Reimbursement	Example NOx Reduced (tons per year)	Example Cost of Medium Truck (\$)	Other Considerations
Private	- Repower (diesel, alt-fuel, hybrid, + install)	40%	Class 4 (flat bed and stake trucks): 0.1 to 0.2 tons	Class 4 (flat bed and stake trucks): \$60,000+	- Typically lower mileage vehicles (~20k/year), with some exceptions - Alternative funding available
	- Repower (all-electric + charging, + install)	75%			
	- Replacement (diesel, alt-fuel, hybrid)	25%			
	- Replacement (all-electric + charging)	75%			
Public	- Repower (diesel, alt-fuel, hybrid, + install)	100%	Class 7 (beverage): 0.1 to 0.2 tons	Class 7 (beverage): \$70,000+	
	- Repower (all-electric + charging, + install)	100%			
	- Replacement (diesel, alt-fuel, hybrid)	100%			
	- Replacement (all-electric + charging)	100%			
	LD ZEV Supply Equipment (Max use of up to 15% of funds, L1/2/fast charging equipment, H2 FC equipment w/ 70 MPa pressure)	%	Note: \$2.0 B is also being allocated through the ZEV Investment Commitment (detailed in Appendix C of the Partial Consent Decree for 2.0 L, 9/30/2016)		
Public	- Electrical vehicle supply equipment available to public (purchase/install/maint)	75%			
	- Electrical vehicle supply equipment available to public (purchase/install/maint)	100%			
Other	- Electrical vehicle supply equipment available to workplace/multi-unit dwelling (purchase/install/maint)	60%			
	- H2 FC vehicle supply equip. w/250 kg/day dispensing capability available to public (purchase/install/maint)	33%			
	- H2 FC vehicle supply equip. w/100 kg/day dispensing capability available to public (purchase/install/maint)	25%			

* Projects with green star denote high NOx emission reduction potential (older engines + high horsepower + high activity) and/ or projects that advance zero-emissions technology.

Resources/Appendix

Partial Consent Decree (9/30/2016) - 2.0L vehicles

- Appendix C - ZEV Investment Commitment (\$2.0 B), 10 years
- Appendix D - Environmental Mitigation Trust Fund (\$2.7 B)

Partial Consent Decree (12/20/16) - 3.0L vehicles

- Mitigation Appendix (\$225 M)

Eligible Project Types (assumptions & resources; many estimates from NOx-focused Texas Emissions Reduction Plan)

1	Port CHE: TERP methodology for rubber-tire gantry (RTG) crane (650 hp, 1251 hrs), yard hostlers (200 hp, 1261 hrs), & forklift w/8k lift capacity (72 hp, 1706 hrs) for T0/T1/T2/T3
2	Freight Switchers: TERP methodology for locomotive projects using T0 (@17.5k gal) and T2 (@50k gal) for baseline; (min fuel use approx 1000 hours @ 140 gal/day)
3	Ferries/Tugs: TERP methodology for marine projects (Cat 2, 4000 hp) to repower from T0/T2 to T4, at 2500-3000 annual hours
4	OGV Shorepower: EPA National Port Strategy Assessment (2016); page 84.
5	DERA Option: Port of Long Beach emission inventory method to evaluate potential emissions reductions for tanker hoteling at terminal in the HGB region
6	Class 8 Local Freight/Drayage Trucks: TERP methodology for onroad Class 8b project using range of model years & annual mileage of 30,000 - 60,000
7	Class 4-8 Bus: TERP methodology for school/transit bus project using range of model years & annual mileage of 10,000 (school) - 35,000 (transit)
8	Airport GSE: TERP methodology for GSE equipment using horsepower range of 100 hp (e.g., baggage tug, lift) to 500 hp (e.g., widebody aircraft tug) and 681 annual hours
9	Class 4-7 Local Freight Trucks: TERP methodology for onroad Class 4 & 7 projects using range of model years & annual mileage of 10,000 - 20,000

**Regional Transportation Council Attendance Roster
August 2016-July 2017**

RTC MEMBER	Entity	8/11/16	9/8/16	10/13/16	11/10/16	12/8/16	1/12/17	2/9/17	3/9/17	4/13/17	5/11/17	6/8/17	7/13/17
Douglas Athas (06/13)	Garland	P	P	P	P	P	P	P	E(R)	P	P	P	P
Sara Bagheri (12/16)	Denton	--	--	--	--	P	P	P	P	P	P	E(R)	P
Carol Bush (01/15)	Ellis Cnty	P	A	P	P	E	P	A	P	E	P	A	P
Loyl Bussell (05/17)	TxDOT, FW	--	--	--	--	--	--	--	--	--	P	P	E(R)
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	R	E	P	P	P	P	P	P	P
Jeff Cheney (06/17)	Frisco	--	--	--	--	--	--	--	--	--	--	P	P
David L. Cook (05/16)	Mansfield	P	P	P	P	P	P	P	P	P	E(R)	P	E
Rudy Durham (7/07)	Lewisville	P	E(R)	E	P	P	P	P	P	E(R)	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	--	--	--	--	--	--	--	--	--	--	--	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	E	P	P	P	P	P	E(R)	P	P
Robert Franke (1/08)	Cedar Hill	P	E	P	E(R)	P	P	P	P	P	P	P	P
George Fuller (07/17)	McKinney	--	--	--	--	--	--	--	--	--	--	--	P
Sandy Greyson (11/11)	Dallas	P	P	P	P	E	P	P	A	P	P	P	A
Mojy Haddad (10/14)	NTTA	A	P	P	P	E	A	A	P	A	P	A	P
Roger Harmon (1/02)	Johnson Cnty	A	P	E	P	P	P	E(R)	P	P	E	E	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	A	P	P	P	P	P	E	E	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	P	P	P	P	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	E(R)	P	P	P	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	P	P	P	P	E	P	P	E	P	E	P	A
Harry LaRosiliere (06/17)	Plano	--	--	--	--	--	--	--	--	--	--	P	P
David Magness (06/13)	Rockwall Cnty	P	P	A	P	E	P	E	P	P	P	P	P
Scott Mahaffey (03/13)	FWTA	P	P	P	P	P	P	P	E(R)	P	P	P	P
B. Adam McGough (07/16)	Dallas	P	P	E	P	P	P	P	P	P	P	E(R)	P
William Meadows (02/17)	DFW Airport	--	--	--	--	--	--	E	P	P	P	P	E
Steve Mitchell (07/17)	Richardson	--	--	--	--	--	--	--	--	--	--	--	P
Cary Moon (06/15)	Fort Worth	E	P	P	P	P	E(R)	P	E(R)	P	P	P	A
Stan Pickett (06/15)	Mesquite	P	E(R)	P	E(R)	P	P	P	E	E(R)	P	P	P
Mark Riley (1/09)	Parker Cnty	P	P	E(R)	E	P	P	P	P	P	E(R)	P	P
Kelly Selman (02/15)	TxDOT, Dallas	P	P	P	P	E(R)	E(R)	P	P	E(R)	P	P	E(R)
Gary Slagel (11/15)	DART	P	P	P	P	P	P	P	P	E	P	P	E(R)
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	E(R)	P	P	P	P	P	P	P	E	E(R)	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	E(R)	P	P	P	P	P	P	P	E(R)	P
William Tsao (3/17)	Dallas	--	--	--	--	--	--	--	P	P	P	P	P
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	E	P	P	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
August 2016-July 2017**

RTC MEMBER	Entity	8/11/16	9/8/16	10/13/16	11/10/16	12/8/16	1/12/17	2/9/17	3/9/17	4/13/17	5/11/17	6/8/17	7/13/17
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	E(R)	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	P	E	P	E	E	P	P	P	P	E(R)	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	E	P	P	E(R)	E	P	P	P	E	P	P	P
Ann Zadeh (06/17)	Fort Worth	--	--	--	--	--	--	--	--	--	--	P	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

Surface Transportation Technical Committee Attendance Roster
June 2016-June 2017

STTC MEMBERS	Entity	6/24/16	7/22/16	8/26/16	9/23/16	10/28/16	12/2/16	1/27/17	2/24/17	3/24/17	4/28/17	5/26/17	6/23/17
Antoinette Bacchus	Dallas County	P	P	P	P	A	A	P	P	P	P	A	P
Micah Baker	Dallas County	P	A	P	A	P	A	A	A	A	A	P	A
Katherine Beck	Fort Worth	--	--	--	--	--	--	--	--	--	P	P	A
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	A	P	P	P	P	P	P	P	P	P	P
Kristina Brevard	DCTA	R	P	P	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	P	P	R	P	A	P	P	A	R	P	A	P
Mohammed Bur	TxDOT, Dallas	P	P	P	P	P	P	P	P	P	P	A	P
Loyl Bussell	TxDOT, FW	A	P	P	P	P	P	P	P	P	P	P	P
Dave Carter	Richardson	P	P	P	A	P	A	A	P	P	P	A	P
Kent Collins	Coppell	--	--	--	P	P	P	P	P	R	P	A	P
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	P	P	A	P	P	P	P
Hal Cranor	Euless	P	P	P	P	P	P	P	P	P	R	P	P
Jacqueline Culton	Duncanville	--	--	--	--	--	--	--	--	--	--	--	P
Clarence Daugherty	Collin County	P	P	R	R	R	P	P	P	P	P	P	P
Chad Davis	Wise County	P	A	P	P	A	P	A	A	P	A	A	P
Greg Dickens	Hurst	R	R	R	A	R	R	A	R	R	R	R	R
David Disheroon	Johnson County	P	P	A	P	P	P	P	P	A	P	P	A
Massoud Ebrahim	Greenville	P	P	P	P	P	P	A	P	P	P	P	A
Chad Edwards	DART	A	A	P	P	P	P	P	P	P	P	P	A
Claud Elsom	Rockwall County	P	P	P	P	P	P	A	P	P	P	P	P
Keith Fisher	Cleburne	--	--	--	--	--	--	P	R	P	P	P	P
Eric Fladager	Fort Worth	A	A	P	P	A	P	P	P	A	P	P	A
Chris Flanigan	Allen	R	P	R	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	P	P	P	P	P	P	P	P	R	P	P
Gary Graham	McKinney	P	R	P	R	P	R	R	P	P	R	R	P
Tom Hammons	Carrollton	A	A	A	P	A	A	A	A	A	A	A	A
Ron Hartline	The Colony	--	R	P	R	P	P	R	A	R	R	R	R
Curvie Hawkins	FWTA	A	P	P	P	P	P	P	A	P	A	P	P
Mark Hines	McKinney	P	A	A	A	A	A	A	A	A	A	A	A
Matthew Hotelling	Flower Mound	P	P	P	A	P	P	P	P	P	P	P	P
Kirk Houser	Dallas	P	P	P	A	P	P	A	P	R	P	P	P
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	P	P	P	P	P	P	A	P	P	P	P	P
Paul Iwuchukwu	Arlington	P	P	P	A	P	P	P	P	P	P	P	P
Joseph Jackson	Ellis County	A	P	P	P	P	P	A	P	P	R	A	A
Tim James	Mesquite	P	A	A	A	A	P	P	A	A	P	A	P
Kelly Johnson	NTTA	A	A	A	A	A	A	A	A	A	A	A	P
Tom Johnson	DeSoto	P	A	P	P	P	A	P	A	P	P	P	P
Sholeh Karimi	Grand Prairie	A	P	P	P	A	P	P	P	P	P	A	P
Paul Knippel	Frisco	P	R	A	P	A	P	A	A	A	A	A	A
Chiamin Korngiebel	Dallas	A	A	A	P	P	P	P	P	A	A	P	P
Richard Larkins	Grapevine	A	A	P	P	P	A	A	P	A	P	P	P

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster
June 2016-June 2017

STTC MEMBERS	Entity	6/24/16	7/22/16	8/26/16	9/23/16	10/28/16	12/2/16	1/27/17	2/24/17	3/24/17	4/28/17	5/26/17	6/23/17
Alonzo Liñán	Keller	--	--	--	--	--	--	--	P	A	P	P	P
Paul Luedtke	Garland	P	P	A	P	P	P	P	P	P	R	P	P
Stanford Lynch	Hunt County	P	R	P	P	P	A	R	P	A	P	P	P
Rick Mackey	TxDOT, Paris	P	P	P	P	P	P	A	A	A	A	P	P
Srini Mandayam	Mesquite	R	R	R	R	R	R	R	A	R	R	A	P
Laura Melton	Burleson	A	P	P	P	P	P	A	A	P	P	P	P
Brian Moen	Frisco	A	A	A	A	A	A	A	A	P	P	A	P
Cesar Molina, Jr.	Carrollton	P	P	P	A	P	P	A	P	A	P	A	P
Lloyd Neal	Plano	P	P	P	P	P	P	P	P	A	P	P	P
Mark Nelson	Denton	R	P	P	P	P	P	P	P	R	P	A	A
Jim O'Connor	Irving	P	P	P	A	P	P	P	P	P	P	P	P
Kenneth Overstreet	Bedford	A	A	A	R	P	P	A	A	A	A	P	A
Kevin Overton	Dallas	A	P	P	P	A	P	P	P	P	P	P	A
Dipak Patel	Lancaster	P	P	R	P	P	P	P	P	P	P	P	P
Todd Plesko	DART	P	A	P	P	P	P	P	P	P	P	P	P
Shawn Poe	Rowlett	--	--	--	--	P	P	P	P	P	P	P	P
John Polster	Denton County	P	P	P	P	P	P	A	P	P	P	P	P
Tim Porter	Wylie	--	--	--	--	--	P	A	P	P	P	P	P
Daniel Prendergast	Plano	P	A	P	A	P	P	P	P	P	P	P	P
Lisa Pyles	Addison	A	A	P	A	P	A	P	P	A	A	P	P
William Riley	Tarrant County	P	P	P	P	P	P	P	P	P	A	P	P
Greg Royster	DFW Int. Airport	A	A	P	P	A	P	A	A	P	A	P	A
Moosa Saghian	Kaufman County	P	A	P	A	P	P	P	P	P	P	P	A
David Salmon	Lewisville	P	P	P	P	P	P	R	P	P	P	R	A
Elias Sassoon	Cedar Hill	P	P	P	P	R	P	R	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	P	P	P	P	P	A	P	P	P	A	P	A
Tom Simerly	Fort Worth	--	--	--	--	--	--	--	--	--	--	A	P
Randy Skinner	Tarrant County	A	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	P	A	P	A	P	A	P	P	A	A	P	P
Chelsea St. Louis	Dallas	--	--	--	--	--	--	P	P	P	R	P	P
Caleb Thornhill	Plano	A	P	A	P	P	P	A	P	P	P	A	P
Dave Timbrell	Garland	--	--	--	--	--	--	A	A	A	A	A	A
Mark Titus	Richardson	P	P	P	A	P	P	P	P	P	P	P	P
Timothy Tumulty	Rockwall	P	A	A	P	P	A	A	A	P	A	A	P
Gregory Van Nieuwenhuize	Haltom City	R	P	R	P	P	P	P	P	P	A	P	P
Daniel Vedral	Irving	A	P	A	P	A	A	A	P	A	P	P	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	A	P	P	P	P	P	P
Sam Werschky	Fort Worth	--	--	--	--	--	--	--	--	--	A	P	P
Jared White	Dallas	P	P	P	A	A	P	P	P	A	A	P	A
Bill Wimberley	Hood County	P	A	P	P	P	P	P	P	P	R	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

June 23, 2017

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 23, 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 (in person or via WebEx): Antoinette Bacchus, David Boski, Kristina Brevard, Keith Brooks, Mohammed Bur, Loyl Bussell, Dave Carter, Kent Collins, Jacqueline Culton, John Cordary Jr., Hal Cranor, Chad Davis, Clarence Daugherty, Claud Elsom, Keith Fisher, Chris Flanigan, Ann Foss, Gary Graham, Duane Hengst (representing Greg Dickens), Brian McNulty (representing Ron Hartline), Curvie Hawkins, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Tim James, Kelly Johnson, Tom Johnson, Sholeh Karimi, Chiamin Korngiebel, Richard Larkins, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Rick Mackey, Srin Mandayam, Laura Melton, Brian Moen, Cesar Molina, Lloyd Neal, Jim O'Connor, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, William Riley, Elias Sassoon, Lori Shelton, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Mark Titus, Timothy Tumulty, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Sam Werschky, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Gustavo Baez, Tom Bamonte, Berrien Barks, Kenny Bergstrom, Natalie Bettger, Ron Brown, John Brunk, Ken Bunkley, Pamela Burns, Ying Cheng, Kevin Feldt, Brian Flood, Camille Fountain, Gypsy Gavia, Martin Gonzalez, Christie Gotti, Jill Hall, Heather Haney, Victor Henderson, Chris Hoff, Phani Jammalamadaka, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kroll, Dan Lamers, April Leger, Barbara Maley, Alberto Mares, Mike Miller, Mindy Mize, Jenny Narvaez, Vercie Pruitt-Jenkins, Amy Rideout, Christina Roach, Rylea Roderick, Kyle Roy, Russell Schaffner, Wesley Shimek, Dean Stuller, Marian Thompson, Mitzi Ward, Amanda Wilson, and Brian Wilson.

1. **Overview of Remote Technology Instructions and Clean Air Action Day:** Michael Bort provided a brief reminder of technology instructions for those members participating in the meeting remotely. In addition, Whitney Vandiver highlighted Clean Air Action Day information. Additional Clean Air Action Day details were provided in Electronic Item 1.
2. **Approval of May 26, 2017, Minutes and Recognition of Members:** The minutes of the May 26, 2017, meeting were approved as submitted in Reference Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

Dan Kessler recognized Michael Hasler for two years of service on the Surface Transportation Technical Committee.

3. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 3.1. **Transportation Improvement Program Modifications:** August 2017 revisions to the 2017-2020 Transportation Improvement Program (TIP) were provided in Reference Item 3.1 for a recommendation of Regional Transportation Council approval. Modifications were reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

A motion was made to recommend Regional Transportation Council approval of revisions to the 2017-2020 Transportation Improvement Program provided in Reference Item 3.1. John Polster (M); Tim James (S). The motion passed unanimously.

4. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program: Transit Program:**

Adam Beckom presented the proposed list of projects to fund under the Transit Program in 2017-2018 through the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Funding Program. In April 2017, the Regional Transportation Council (RTC) approved the 11 programs in the CMAQ/STBG Funding Program. The Transit Program is focused on assisting regional partners with innovative transit projects and providing alternative modes of transportation throughout the region. Staff proposed \$129.38 million in transit projects. The proposed list of Transit Projects include: 1) \$100 million for the Cotton Belt Corridor Regional Rail Project (#4) from DFW Terminal B to Shiloh Station in Plano (replaces the \$100 million placeholder/commitment), 2) \$3 million for the Regional Trail Connections to the future Cypress Waters Cotton Belt rail station (added since the last STTC meeting) to fulfil the RTC's commitment to the Cotton Belt Corridor, 3) \$2.8 million for 7th Street district circulator electric buses and charging stations in Fort Worth, 4) \$13 million for high-intensity bus pilot service on IH 30 from the western terminus of IH 30 managed lanes to downtown Dallas, 5) \$1 million for IH 35W high-intensity bus pilot service from the Fort Worth Intermodal Transportation Center to Texas Health Presbyterian Park-n-Ride in Denton, 6) \$700,000 for a Legacy Transportation Management Association in Plano, and 7) \$8.8 million for the Carpenter Ranch Station on the Orange Line in Irving. Mr. Beckom noted the recommended list of projects was provided in Reference Item 4.1, and details regarding the Transit Program were provided in Electronic Item 4.2. The funding effort timeline was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects to fund through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Transit Program as detailed in Reference Item 4.1. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. John Polster (M); Tim James (S). The motion passed unanimously.

5. **Draft FY2018 and FY2019 Unified Planning Work Program, Including Studies Proposed for Funding through the 2017-2018 CMAQ/STBG Funding Program:**

Vickie Alexander presented the proposed FY2018 and FY2019 Unified Planning Work Program (UPWP). Development of the UPWP is a federal requirement of the Metropolitan Planning Organization (MPO) in order to obtain federal Transportation Planning Funds. Reference Item 5.1 contained the Work Program policies that guide the allocation of these federal Transportation Planning Funds. The proposed Work Program outlines work activities that will be carried out by North Central Texas Council of Governments (NCTCOG) staff between October 1, 2017, and September 30, 2019. As noted last month, the UPWP includes an introduction and five major tasks. Staff efforts are implemented through 28 subtasks containing 150-200 programs and projects. Major emphasis areas anticipated to occur in the timeframe of the document include Mobility 2045 development and the associated air quality conformity determination, and development of the 2019-2022 Transportation Improvement Program. Other efforts include continued enhancement of planning tools, performance-based planning, continued support of automated vehicle technology deployment, freight planning, and high-speed rail. Ms. Alexander also highlighted three studies included in the Work Program and proposed for funding under the Planning and Other Studies portion of

the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The studies include: 1) Harry Hines Corridor Conceptual Study and Preliminary Design to look at options for multimodal transportation opportunities along the corridor (propose \$1 million in STBG funds matched with local funds); 2) McKinney Avenue Transit Authority M-Line Extension to Knox Street Feasibility Study to look for alignments and stops along the corridor (propose \$1 million in STBG funds matched with either local funds or the City's Transportation Development Credits [TDCs]; and 3) Dallas-Fort Worth Core Express Service funding to provide a backstop for Federal Railroad Administration funds that may expire in order to continue the Environmental Impact Statement work effort (propose \$2 million in STBG funds matched with regional TDCs). She noted the funds for high-speed rail are in addition to the \$3 million previously approved by the Regional Transportation Council for the high-speed rail contingency. Proposed funding for this 2017-2018 CMAQ/STBG Funding Program totals \$4 million. Ms. Alexander next provided a summary of the federal Transportation Planning Funds for the draft FY2018 and FY2019 UPWP. Based on current allocations, staff anticipates approximately \$5.5 million in Federal Transit Administration 5303 funds and approximately \$15 million in Federal Highway Administration PL funds. Staff also anticipates approximately \$6 million in FY2017 carryover funds. Since the document is being developed ahead of the agency budget schedule, dollar amounts may change slightly prior to Regional Transportation Council (RTC) approval. The total amount of Transportation Planning Funds staff anticipates will be available for the FY2018 and FY2019 UPWP is approximately \$26.5 million. Based on the projects that have been identified in the Work Program, expenditures are anticipated at approximately \$22.6 million leaving a balance of about \$3.8 million to carry over into FY2020. Ms. Alexander noted that the proposed FY2018 and FY2019 UPWP includes approximately \$170 million in total funding. Transportation Planning Funds represent approximately 14 percent of the total funding. The UPWP contains a catalog of all funding that flows through the NCTCOG Transportation Department. The majority of the funds are passed through to transportation partners and consultants for projects such as the Managed Lane Auto Occupancy Detection Program, 511DFW system, traffic signal retiming, and others. Additional information on the draft FY2018 and FY2019 UPWP was provided in Electronic Item 5.2. The Work Program development schedule was highlighted. She noted a draft of the document was provided to the Texas Department of Transportation (TxDOT) for review and presented to the public, as well as posted on the NCTCOG website. The draft document was available in Electronic Item 5.3. Ms. Alexander noted the public comment period remains open until July 13. Upon approval, the final document is due to TxDOT by August 1. John Polster asked if the pie chart shown in the presentation simply represented Regional Toll Revenue funds used to support various projects contained in the Work Program. Ms. Alexander noted he was correct. A motion was made to recommend Regional Transportation Council approval of the FY2018 and FY2019 Unified Planning Work Program. This approval included the three studies proposed for funding under the Planning and Other Studies portion of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program, as well as the Unified Planning Work Program Policies contained in Exhibit I-8 of the Work Program, which were provided in Reference Item 5.1 of the meeting materials. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

6. **Toll Cost Associated with IH 30 Closure Detour Route:** Natalie Bettger presented a proposal to fund costs associated with the IH 30 closure detour route anticipated as part of the IH 30/SH 360 interchange reconstruction project. In the fall 2017, the Texas Department

of Transportation (TxDOT) anticipates that IH 30 will need to be closed over the weekends as part of the reconstruction. TxDOT, the North Texas Tollway Authority (NTTA), the Cities of Arlington and Grand Prairie, and North Central Texas Council of Governments staffs have been working to accommodate traffic along the corridor when the closures occur. Based on the detour route identified, a portion of NTTA's President George Bush Turnpike (PGBT) could be utilized. The closures would occur on weekends beginning at 9 pm on Friday through 6 am on Monday and will not be closed during special events. Staff will monitor the closures, hopefully making improvements after each closure. Staff proposed that the toll rate on the PGBT be set to \$0 for the two toll gantries utilized in the detour route. This route will allow the direct connections to remain open and alleviate some of the traffic and the number of traffic signals users will encounter. The estimated toll cost associated with the proposed detour route is anticipated at approximately \$4,200 per weekend. TxDOT anticipates the closures will be needed for six weekends totaling approximately \$25,000. Staff proposed to request additional funds over the estimate in the event costs are higher than anticipated or more closures are necessary. Any unused funds will be returned. John Polster asked how staff will determine the charges from NTTA. Ms. Bettger noted that the details will be determined in the agreement with NTTA, but that invoices should document the number of tolls and the rates that were billed. A motion was made to endorse Regional Transportation Council approval of \$50,000 in Regional Transportation Council local funds to cover the cost of setting the toll to \$0 on the proposed detour route, to administratively amend the 2017-2020 Transportation Improvement Program and other planning documents, and to seek approval from the North Central Texas Council of Governments Executive Board to enter into agreements with the North Texas Tollway Authority to pay the invoices received for the tolls. John Polster (M); Claud Elsom (S). The motion passed unanimously.

7. **Legislative Update:** Amanda Wilson provided an update on State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. She noted there were no federal legislative updates to provide. In Senate Bill (SB) 1, the Legislature approved \$26.6 billion for Texas Department of Transportation funding. This includes \$2.9 billion of Proposition 7 funding and \$2.5 billion in Proposition 1 funding. Of those amounts, \$300 million is earmarked to debt payment. The bill also delays a \$1.7 billion transfer of Proposition 7 funds to the State Highway Fund. Additional detail on the delay of the Proposition 7 funds transfer was provided. Fiscal Year (FY) 2018 was the first year the sales tax funding was expected to begin coming in and transferred to the State Highway Fund. Before this can occur, the Comptroller must certify the sales tax amount. Certification does not occur until the end of the fiscal year. Therefore, FY2018 funds will be transferred to the State Highway Fund a few days into FY2019. At the end of FY2019, a portion of the FY2019 funds will be transferred from the General Fund into the State Highway Fund. Written in the General Appropriations bill was an expectation for the remainder of the FY2019 funding to be transferred into the State Highway Fund in FY2020. This is beyond the scope of the current FY2018-FY2019 budget, but staff anticipates the entire amount of Proposition 7 funding will eventually be transferred. Ms. Wilson discussed the Low-Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) programs, referred to in the region as AirCheckTexas. Although full funding was provided to the programs, the Governor vetoed the funding. All funds that have been previously appropriated for the current biennium can be spent, but funding that would have begun in FY2018 and FY2019 will not be allowed to be appropriated. She noted air quality staff is currently working with counties in the region because this is a fee that is accessed by all the counties and comes back to the counties for administration by NCTCOG. SB 26, related to extending the Texas Emissions Reduction Plan (TERP), was amended onto SB 1731 and approved. SB 2076 passed and included an amendment to study the necessity of inspections programs and make recommendations. It is unclear from the

language of the bill whether it is related to the safety portion or the emissions portion so staff will track the outcome as efforts move forward. During the session, staff followed over 20 bills related to high-speed rail. SB 975 passed and will require implementation of safety and security measures for high-speed rail. SB 977 also passed and will prohibit State money from being used on high-speed rail operated by a private entity. The language is also included in the State budget and will allow the Texas Department of Transportation (TxDOT) to continue to participate in the environmental review process, develop policy related to high-speed rail, and coordinate with local officials. Related to comprehensive development agreements (CDAs), House Bill (HB) 2816 would have authorized several CDAs throughout the state, including three in the region. The bill did not pass. SB 312, the TxDOT Sunset bill, passed and extends the agency for 12 years. There were numerous other provisions in the bill and staff will be reviewing. Additional topics of interest were highlighted. SB 2205 was approved and creates automated vehicle driving regulations. Also approved was HB 100, which will regulate transportation network companies such as Uber and Lyft. Related to safety, HB 62 prohibits driving while texting at the statewide level and will be effective September 1. During the Special Session, some additional topics on preemption of the local texting while driving ordinances and laws are anticipated to be discussed. The final set of topics highlighted was related to aviation and unmanned aircraft. HB 1643 was approved and, in part, expands areas where drones or unmanned aircraft are prohibited to fly. However, another amendment was included at the last minute which was related to cities and other political subdivisions. The amendment will prohibit the cities in some divisions from adopting or enforcing an ordinance regulating unmanned aircraft systems. There are a couple of exceptions that allow cities to adopt ordinances that are approved by the Federal Aviation Administration (FAA) approval. At this time, staff is working to follow up with FAA and get more information from the bill's author and the group that requested the legislation. HB 1428 was also approved and expands areas over which drones are prohibited. Also approved was SB 840 which regulates what images can be captured by unmanned aircraft systems. SB 277 will prohibit tax incentives for land with wind turbines within 25 nautical miles of a military base, and HB 890 will add military bases to the list of real estate disclosure. Both were approved. Ms. Wilson noted a full summary of all the transportation and air quality bills that were passed would be provided to the RTC in July.

8. **High-Speed Rail Station Study Recommendations:** Kevin Feldt provided an update of recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth region. For the high-speed rail system planned for the Houston to Dallas corridor, Texas Central Partners staff currently have a Land Option Program in effect and approximately 30 percent of the expected parcels needed for the project are under contract. Preparations for construction activity have begun and Texas Central Partners is now engaged with a design-build partner. It hopes to complete the advance design, implement the low-impact development elements, and quantify construction costs and schedule by late 2018. Texas Central Partners is also preparing the Environmental Impact Statement and permits needed for project coordination with the Federal Railroad Administration (FRA), United States Army Corps of Engineers, local agencies, and others. Environmental process completion is anticipated in the fourth quarter of 2017, and a record of decision is expected in the fourth quarter of 2018. Current North Central Texas Council of Governments (NCTCOG) efforts include investing alignment alternatives, assisting in the environmental process completion, reviewing draft alternative analysis from the FRA, and assisting with local governance entity creation. The three station area planning studies in Fort Worth, Arlington, and Dallas are continuing. Many alignment alternatives have been analyzed with several options remaining: the hybrid alignment, the Trinity Railway Express corridor, IH 30, and variations of IH 30 including adjacent to the Union Pacific Railroad alignment to the east. Coordination with Texas Central Partners is continuing for the Dallas station location and staff is monitoring westward alignment

opportunities to ensure the Dallas location can be extended to the west. Coordination efforts also continue with cities and counties, property owners, business leaders, the Texas Department of Transportation, the Federal Highway Administration, and Dallas Area Rapid Transit for preferred station locations. The results not only impact the alignment but will also serve as input into the Environmental Impact Statement process. Four options have been identified in the City of Arlington with Option B preferred. The Intermodal Transportation Center is the preferred option in the City of Fort Worth. Related to governance, the proposal is to create a Local Government Corporation for the Dallas-Fort Worth Core Express project under Chapter 431 of the Local Government Code. This will include, Fort Worth, Dallas, and other participating entities. In April, the City of Dallas Transportation Committee voted to continue working with NCTCOG and Fort Worth to develop the Local Government Corporation, and in May the Fort Worth City Council authorized the creation of an Interlocal Agreement with the intent of organizing a Local Government Corporation. Next, organizational documents must be created and approved by city councils. Arlington and Fort Worth will be completing draft final reports on the station location studies and NCTCOG will complete the alignment study. Coordination efforts will continue with the City of Dallas on the station area study. In addition, there has been a station zone assessment initiated by Dallas. All of this information will be formatted as input to the Dallas-Fort Worth Core Express Service project environmental process.

9. **Air Quality Updates:** Jenny Narvaez provided an update on the implementation timeline for the 2015 National Ambient Air Quality Standard (NAAQS) for ozone and other recent correspondence. On June 6, the Environmental Protection Agency (EPA) issued a press release, provided in Electronic Item 9.1, stating that the United States Administrator had extended the deadline for the 2015 State nonattainment designations by one year, from October 2017 to October 2018. The potential impacts of the delay were noted. Currently, the region is under two ozone standards, the 2008 75 parts per billion (ppb) standard and the 2015 70 ppb standard. The region is not anticipated to meet the 2008 ozone standard and could potentially be reclassified to severe nonattainment for the standard. However, if the region can remain below 75 ppb for the year 2017, a one-year extension to meet the standard can be requested. As a result of the extension for nonattainment designations, 2015-2017 ozone data is anticipated to be used for the designation. Hopefully, fewer counties will be designated as nonattainment and may be under a lower classification. Additionally, the Department of Justice, on behalf of the EPA, filed a civil lawsuit on May 23 against Fiat-Chrysler for alleged Clean Air Act violations for installing emission cheat devices on over 100,000 diesel-fueled Dodge Ram 1500s and Jeep Grand Cherokees, model years 2013-2016. Last year, the Regional Transportation Council transmitted correspondence to the Department of Justice regarding the Volkswagen lawsuit requesting to receive a portion of any settlement from the lawsuits to implement air quality projects and programs. Since a portion of the Fiat-Chrysler vehicles were sold in the region, a letter was transmitted on June 16 requesting a similar approach to the Volkswagen litigation dispersing settlement funds. A copy of the correspondence was provided in Electronic Item 9.2. Finally, the proposed budget from the White House eliminates funding for two programs in which the North Central Texas Council of Governments have been active: Clean Cities and the Diesel Emissions Reduction Act. As Congress moves into budget negotiations, staff will continue to monitor impacts to these programs and continued funding for these important programs will be requested. Additional details on the topics presented were provided in Electronic Item 9.3.
10. **2016 Safety Program Performance Measures Report:** Camille Fountain provided an overview of items included in the 2016 Safety Performance Measures Report. A copy of the report was provided in Electronic Item 10. Regional crash and fatality data is received from

the Texas Department of Transportation annually and performance measures for the 16 counties in the region were highlighted. The five year trend for crash and fatality rates by county, along with the percentage of change was highlighted. The top 10 contributing factors for serious injury and fatality crashes on limited access facilities in the 12-county metropolitan planning area boundary were also highlighted, with speeding and changing lanes when unsafe as the top two. She noted the data looks at only the contributing factor field indicated by the reporting offices. In future years, blood alcohol content will be available and will allow for a better representation in the under the influence category. In addition, Ms. Fountain reviewed crash rates for limited access facilities. For 2016, the regional crash rate is approximately 71 percent and reported per 100 million vehicles miles traveled. Tarrant, Dallas, and Denton Counties continue to have rates higher than the regional average. Bicycle and pedestrian data is collected for all roadways in the 16 counties. 2016 data shows a decrease in bicycle crashes but an increase in pedestrian crashes. Related to incident management, crash data shows that in 2016, approximately 47,000 injury crashes occurred in the region, which equates to about five crashes every hour. Considering that there are approximately nine first responders at any given crash, approximately 45 first responders are working in or near moving traffic every hour of the day. This data highlights the importance of Incident Management training. The First Responders course is a two-day detailed training of best practices for first responders. To date, 2,720 officers have attended First Responders training. The Executive Level course is a two-hour overview of the First Responders course geared towards decision and policy level executives, and there have been 712 attendees to date. Another important course is Photogrammetry Crash Reconstruction that allows officers to use equipment to investigate crashes in the office and off of the roadways. The training is offered at no cost to agencies. Over 190 officers have attended the basic training and 120 have attended the advanced training.

Kevin Kroll provided an overview of hazardous material data for incidents that occurred along limited access facilities within the 16-county area. In 2016, 11 such incidents occurred which is lower than from previous years. Related to the Mobility Assistance Patrol program, five agencies operate within the region. These include Dallas County, Tarrant County, private entities in the North Tarrant Express and LBJ Express, and North Texas Tollway Authority on its tolled facilities. In 2016, over 126,000 assists were made by the agencies. Types of assistance included stalled vehicles, courtesy checks, crash assistance, protection of first responders, debris removal, and abandoned vehicle checks. Mr. Kroll also provided an update on the Wrong-Way Driving Mitigation Pilot Project. Phase 1 began in Dallas County. Conflicting lane and arrow markings were replaced, as well as other signal enhancements to reduce confusion in the intersections. This program was later expanded into Collin and Denton Counties. Phase 2 of the program, in Tarrant County, is nearing completion. The project includes pavement markings, enhanced signage with active detection units, optimized sign placement, and the use of other technologies. In previous years, staff has not looked at wrong-way driving crashes involving impaired drivers. The Regional Safety Advisory Committee (RSAC) suggested that this be reviewed in the future. Since the last RSAC meeting, staff reviewed 2012-2016 data showing instances in which alcohol, drugs, or legal medications were shown to be contributing factors to the crash. In 2016, there were approximately 4,264 crashes that involved alcohol, 525 that involved drugs, and 55 that involved legal drugs. Information regarding the Takata Airbag recall was also discussed. NCTCOG has signed on to be a partner with the National Highway Traffic Safety Administration and several local agencies to promote the Takata airbag recall. Members were encouraged to help spread the word by urging colleagues and residents to check if their vehicles are impacted at www.safercar.gov or www.airbagrecall.com. Handouts with Takata airbag recall information were distributed at the meeting. Alonzo

Liñán asked how members could access previous performance measure reports. It was noted additional information can be found at www.nctcog.org/trans/safety.

11. **High-Occupancy Vehicle Subsidy:** Berrien Barks provided an update on the most recent managed lane performance report presented as part of the Regional Transportation Council's (RTC) Toll Managed Lane and High Occupancy Vehicle (HOV)/Express Managed Lanes policies. The current policy allows for HOV users to travel the tolled managed lanes during the peak periods for a 50 percent discount with the RTC paying the cost of the discount on two of the region's managed lane corridors. During development of the current managed lane policy, the need and desire for regular updates was expressed in order to track the HOV 2+ subsidy and to consider when and if moving to a 3+ requirement in order to receive the discount was necessary. A map of the region's near-term managed lane system was highlighted, showing managed lane facilities currently opened or facilities expected to be open and operating in the next five years. The RTC is responsible for the subsidy on the opened sections of the North Tarrant Express and the LBJ Express. As of April 2017, the current subsidy is approximately \$1.3 million. The RTC originally allocated approximately \$17 million to pay for these subsidies. In addition to the HOV subsidy users receiving a discount, also included in the policy is a discount for RTC-sponsored vanpool users when they travel the tolled managed lanes during the peak periods. This discount is available through a reimbursement request. As of April 2017, approximately \$2,700 in requests for reimbursement have been received. Based on these subsidy figures, staff believes it is safe for the region to remain at a 2+ occupancy requirement in order to receive the discount until June 2018 or earlier based on future subsidy reports. The North Texas Tollway Authority continues to serve as the billing agent for all tolled managed lanes in the region and has not communicated any customer service impacts or concerns to date. From a performance standpoint, staff reports to the Committee and RTC when the corridor speeds drop below 35 miles per hour (mph). To date, there has not been a qualify instance in which speeds have dropped below 35 mph. A table showing the subsidy cost by corridor was presented.
12. **Surface Transportation Technical Committee Officers and Announcement of New Regional Transportation Council Officers:** Dan Kessler noted Regional Transportation Council (RTC) officers approved at the June 8, 2017, RTC meeting: Chair Rob Franke, Mayor, City of Cedar Hill; Vice Chair Gary Fickes, Commissioner, Tarrant County; and Secretary Andy Eads, Commissioner, Denton County. In addition, he noted the selection of Surface Transportation Technical Committee officers for the 2016-2017 term approved by the North Central Texas Council of Governments Executive Board: Chair Todd Plesko, Vice President of Planning and Development, Dallas Area Rapid Transit; Vice Chair Mohamed "Mo" Bur, Deputy District Engineer, Texas Department of Transportation, Dallas District; and Secretary Kristina Brevard, Vice President of Planning and Development, Denton County Transportation Authority.
13. **Fast Facts:** Brian Wilson noted that Progress North Texas 2017 was available in Electronic Item 13.1 and distributed to members at the meeting. The publication focuses on how innovative transportation technologies are improving mobility for the region. Members interested in additional copies were requested to complete the form provided at the meeting.

Kyle Roy noted that May public meeting minutes were provided in Electronic Item 13.2. The minutes contain a summary of items and comments for the May 9-15 public meetings. Topics include the Transportation Alternatives Set-Aside program, new federal transportation funding, Mobility 2045, and the Joining Forces initiative.

Kyle Roy also noted that a public meeting notice for June 2017 public meetings was provided in Electronic Item 13.3. Topics include The Unified Planning Work Program and public transportation agency programs of projects. The public comment period for these topics concludes on July 13, 2017.

Mitzi Ward highlighted information about the development of Mobility 2045. Requests for project inclusions are being accepted. Regional Transportation Council guidelines stipulate that before any project can be considered it should demonstrate strong local consensus, financial constraint, and document the public involvement process. The deadline for project submittals is August 31, 2017.

Jenny Narvaez provided an ozone season update. As of the date of the meeting, the region has experienced eight exceedances, with a current design value of 78 parts per billion. Details were provided in Electronic Item 13.4.

Bailey Muller highlighted current air quality opportunities for vehicles. The Environmental Protection Agency has opened its Diesel Emissions Reduction Act Clean Diesel Funding Assistance Program. The deadline for submittals has been extended to July 5, 2017. The North Central Texas Council of Governments will be submitting a proposal on behalf of the region. Entities interested in joining the proposal were asked to contact staff or view information at www.nctcog.org/aqfunding to determine eligibility.

Bailey Muller announced the North Texas Stewardship Forum Roundtable scheduled for 10 am on June 27, 2017, at the North Central Texas Council of Governments. The roundtable is an opportunity for cities to discuss their sustainability efforts and goals, and to network. Details were provided in Electronic Item 13.6.

Travis Liska provided information on the August 2, 2017, Parking Management Symposium. The theme of the symposium will be flexible parking for the future, responding to market demand, and transportation choices. Location and registration information is available at www.nctcog.org/parking and in the flyer distributed at the meeting.

The current Local Motion was provided in Electronic Item 13.7 and transportation partner progress reports were provided in Electronic Item 13.8.

14. **Other Business (Old and New):** Ricky Mackey, Texas Department of Transportation Paris District representative noted his appreciation for the opportunity to attend the meeting via WebEx. He recommended that the North Central Texas Council of Governments consider using this remote access option for all future Committee meetings. Dan Kessler asked members with comments about the remote option to provide those to staff.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 28, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:00 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

August 2017

Calendar

August 2, 8:30 am
TRTC

Fort Worth Intermodal
Transportation Center
1001 Jones St.
Fort Worth, TX 76102

August 4, 11 am
DRMC

North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

August 10, 1 pm
Regional Transportation Council
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

August 25, 1:30 pm
Surface Transportation
Technical Committee
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Campaign highlights how real people use TEXpress

North Texans have begun to see several new videos highlighting how drivers take advantage of TEXpress Lanes to avoid traffic snarls and get to their destinations on time. Along with social media, infographics and resources for community leaders and lawmakers, the videos are part of a multimedia campaign to educate the public about TEXpress Lanes. The videos feature the testimonies of real North Texans – young professionals, retired people, parents and grandparents – as they drive on TEXpress Lanes and discuss how the lanes give them more reliable commutes and visits to family members.

Transportation partners around the region are also spotlighting the testimonials and infographics across their social media platforms in an effort to widely distribute information to drivers about this new transportation option. Drivers decide when TEXpress is right for them, and TEXpress Lanes are only added to the most congested highways in North Texas, such as IH 635 or IH 820. Drivers seeking a reliable trip with a predictable travel experience simply pay a toll to access the lanes, which typically offer speeds of 50 mph or greater. TollTag users get a discounted rate, and carpoolers also receive lower rates when they register their trip through the Drive On TEXpress mobile app.

The lanes not only improve highway reliability by allowing users to skip the line, but they also lower the stress of commuting. TEXpress Lanes are separated from the general highway lanes to enhance roadway safety and efficiency, and with fewer entrance and exit ramps, merging and weaving are minimized. Electronic signs posted in advance of each ramp make the current toll rate clear to drivers before they access TEXpress Lanes. Drivers who choose to remain in the general lanes benefit from TEXpress as well, since traffic speeds in those lanes have been shown to increase as tolled lanes attract more users.

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



Electric vehicles to be spotlighted for a week in September

National Drive Electric Week, September 9-17, is a nationwide celebration to heighten awareness of today's widespread availability of plug-in electric vehicles and highlight the benefits of all-electric and plug-in hybrid-electric cars, trucks, motorcycles and more. For the past two years, Dallas-Fort Worth has boasted the largest single-event NDEW celebration in the country outside of California. The local event has brought together EV companies, advocates, private owners and curious individuals for a day of electric driving, conversation, fun and prizes.

This year, the regional celebration is growing from a single event to a full week of activities and learning. The week will kick off September 9, from 10 am-noon at Grapevine Mills Mall.

Hosted by the Dallas-Fort Worth Clean Cities Coalition and the North Central Texas Council of Governments, the event will feature EV industry and advocacy exhibitors, as well as the largest gathering of EVs in the state of Texas. EV owners and enthusiasts will show off their rides, discuss the ownership experience, and demonstrate this incredible – and incredibly clean – technology.



NCTCOG photo

Electric vehicles will be celebrated in North Texas beginning September 9.

The following week, free open webinars will be held daily from Monday, September 11 to Friday, September 15 on a variety of EV-related topics including “EV 101,” and workplace charging. For more information, registration and details about additional opportunities to experience EVs and learn about the role EVs can play in the future of transportation, visit www.driveelectricdfw.org.

Next phase of Bush Turnpike widening underway

The North Texas Tollway Authority is continuing its efforts to improve traffic flow on its system this summer with projects underway to add a fourth lane to two separate segments of the President George Bush Turnpike. Work on the stretch between IH 35E and the Dallas North Tollway began last month and is expected to be complete in late 2019. In June, expansion of the segment between US 75 and State Highway 78 began. This segment will be finished late next year.

Motorists can get a sneak peak of how the Bush Turnpike will look when finished by viewing an animation at <http://bit.ly/2vjrMyL>.

An additional lane in each direction between US 75 and the Dallas North Tollway opened to traffic in November 2016. The section from Belt Line Road (Irving) to IH 35E is currently in the design phase. The portions between IH 30 and SH 183 and IH 20 to IH 30 in Grand Prairie are currently in the planning phase. For more information about the PGBT Widening Projects, visit www.progressntta.org, email [Pro-gressNTTA@NTTA.org](mailto:ProgressNTTA@NTTA.org) or call 972-628-3134.

High-speed rail station areas selected for study

Progress continues on a project to link Dallas and Fort Worth by high-speed rail and set the stage for a network providing service to other Texas regions.

Planners have identified three potential station locations along the proposed Dallas-Fort Worth Core Express. The stations would be in Fort Worth, at the Intermodal Transportation Center; Arlington, between Interstate Highway 30 and the convention center; and Dallas, between the Cedars Station and Kay Bailey Hutchison Convention Center. Studies of the potential station locations are being finished.

Planners must now create a path to allow for the completion of the Environmental Impact Statement for the Dallas-to-Fort Worth line, important because of its potential to link passengers to both the Dallas-to-Houston line and a possible future rail corridor offering HSR to Oklahoma and South Texas.

The Regional Transportation Council has allocated \$5 million to assist in the completion of the Core Express' EIS. The draft EIS for Texas Central Partners' Dallas-to-Houston line is expected this fall, with a record of decision expected in late 2018.

Diesel Inspection and Maintenance report

In the Dallas-Fort Worth region, approximately 49 percent of on-road emissions of nitrogen oxides are a result of heavy-duty diesel vehicles. Yet, these vehicles are excluded from the State's Inspection and Maintenance (I/M) Program.

To evaluate the feasibility of incorporating diesel vehicles, NCTCOG partnered with the Texas Department of Transportation, Texas A&M Transportation Institute, the Texas Department of Public Safety and the University of Denver. Through this partnership, the second prototype of an emissions-testing technology called the On-Road Heavy-Duty Emissions Measurement System was tested.

The OHMS technology is seen as viable option for several potential applications, including a traditional Inspection and Maintenance Program, clean screening of vehicles, or identifying high emitters from a fleet. The final implementation will depend on the application that the system will be used for, based on the needs and priorities of the local stakeholders and relevant public agencies.

Nearly 1,000 heavy-duty diesel vehicles were included in the study and the final report can be found at www.nctcog.org/DieselRpt2.

EV incentive program reinstated

Future alternative fuel vehicle drivers in Texas can look forward to saving a little more on their vehicle purchase or lease thanks to the recently passed Senate Bill 1731, which includes the reestablishment of the Light-Duty Motor Vehicle Purchase or Lease Incentive Program.

The program will offer \$2,500 for the purchase of new electric vehicles, \$5,000 for the purchase of compressed natural gas or liquefied petroleum gas vehicles (LPG). Incentives are also available in pro-rated amounts based on a three-year lease term, for up to 2,000 EVs and up to 1,000 CNG/LPG vehicles per state fiscal biennium.

Implementation of the program is pending rulemaking to determine administrative and accounting details, including whether the incentive may be applied retroactively.

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

\$2,500

The amount offered toward the purchase of new electric vehicles through the Light-Duty Motor Vehicle Purchase or Lease Incentive Program.

PUBLIC *Involvement*

NCTCOG to present Cotton Belt rail update

NCTCOG will present background information as well as a financial overview of the Cotton Belt project at a public meeting at 2:30 pm August 17 in Arlington. Residents are encouraged to provide input on the passenger rail project, which will extend from Dallas Fort Worth International Airport to Plano.

Commuter rail service between southwest Fort Worth and Plano was included as a transit recommendation in the Mobility 2035 transportation plan for the North Central Texas region. The Cotton Belt will connect with the Fort Worth Transportation Authority's TEX Rail line, which is under construction, at DFW Airport.

Information on the Regional Smoking Vehicle Program's 10-year anniversary will also be highlighted. RSVP allows residents to report vehicles they suspect are violating Texas' smoking vehicle statute and is one tool NCTCOG uses in its effort to meet federal air quality standards. Ten North Texas counties are currently in nonattainment for ozone pollution.

Watch the 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.

North Texas cities taking lead on solar

Efforts to improve solar-friendly policies and practices in North Texas are underway. On June 22, the North Central Texas SolSmart program was kicked off with an informational webinar, during which interested cities learned about the program, its benefits and why other local communities are already participating. To date, the cities of Plano, Kennedale, Cedar Hill and Denton are participating, and more are expected to sign up. To learn more about SolSmart, visit www.gosolartexas.org and select "SolSmart" in the top menu.

DETAILS

What: Public Meeting

When: August 17, 2:30 pm

Where: 616 Six Flags Dr.
Arlington, TX 76011

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.