

3. Draft Unmanned Aircraft Systems Ordinance ([Electronic Item 3.2](#))
4. Federal Legislative Update
5. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.3](#))
6. Clean Fleet Policy Adoption Update ([Electronic Item 3.4](#))
7. December Public Meeting Notice, December 14,15, and 16 ([Electronic Item 3.5](#))
8. Proposition 7 Fact Sheet ([Electronic Item 3.6](#))
9. Texas Department of Transportation Safety Initiative: #EndTheStreakTX, See Photo in [Electronic Item 3.7](#)
10. RTC Questions for Texoma Area Paratransit System Board Member
11. Recent Correspondence ([Electronic Item 3.8](#))
12. Recent News Articles ([Electronic Item 3.9](#))
13. Recent Press Releases ([Electronic Item 3.10](#))
14. Transportation Partners Progress Reports

1:20 – 1:30

4. **Second and Final Installment of the Metropolitan Planning Organization Revolver Fund and Partnership with City of Dallas and Dallas County**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the partnership with the City of Dallas and Dallas County regarding the Metropolitan Planning Organization (MPO) Revolver Fund and request action on the last two project funding exchanges needed to create the remaining \$4.577 million of the MPO Revolver Fund.

Background: An MPO Revolver Fund is needed to provide cash flow for regional programs and projects that are funded with federal dollars. Texas Department of Transportation (TxDOT) rules permit the transfer of Transportation Development Credits (TDCs) to another MPO or to the Texas Transportation Commission (43 Texas Administrative Code §5.111). As such, these rules allow local funds to be freed up to create an MPO Revolver Fund.

In July 2013, the Regional Transportation Council (RTC) allocated 150 million, of the total 465 million TDCs, to transfer to TxDOT and other MPOs. As part of this effort, staff began negotiations with those agencies which resulted in the first partnership proposal with TxDOT and Dallas County that was approved in September 2015. A second partnership proposal with the City of Dallas and Dallas County is necessary to complete the transaction. In June 2014, the Texas Transportation Commission (TTC) approved the transfer of 100 million TDCs for a \$10 million MPO Revolver Fund. As part of this action, the TTC set aside \$10 million in Category 12 funds that can be used to free up local funds for the MPO Revolver Fund. Subsequently, the North Central Texas Council of Governments, TxDOT, City of Dallas, and Dallas County have identified projects in which Category 12 funds can be used and local funds can be transferred to the RTC for the revolver fund. [Reference Item 4.1](#) contains detailed information about the

action. [Electronic Item 4.2](#) includes background information about the RTC MPO Revolver partnership.

- 1:30 – 1:40** 5. **Mobility 2040: Approval to Go to Public Meetings**
 Action Possible Action Information Minutes: 10
Presenter: Dan Lamers, NCTCOG
Item Summary: Staff will provide an update on the development of Mobility 2040, the next long-range transportation plan for the region. Proposed draft recommendations will be presented, including major roadway and transit corridors. Staff will seek Regional Transportation Council (RTC) approval to present the draft recommendations to the public at meetings scheduled for December and January.

Background: One of the primary responsibilities of the Metropolitan Planning Organization is the development and maintenance of a metropolitan transportation plan (MTP). The last comprehensive update of the MTP occurred in 2011 with the adoption of Mobility 2035. Since then, Mobility 2035 has gone through two revisions: an update in 2013 and an amendment in 2014. Work has been underway throughout 2015 on the development of the new MTP, Mobility 2040. The population of the region in 2040 is estimated to be 10.7 million persons. This Plan will reassess existing recommendations and include new demographics, financial forecasts, and planning initiatives. Draft recommendations are proposed to be presented at public meetings on December 14, 15, and 16, 2015, and January 7, 12, and 13, 2016. The RTC is expected to take action on Mobility 2040 in March 2016. Details are provided in [Electronic Item 5](#).
- 1:40 – 1:50** 6. **Regional Transportation Council Policies for Mobility 2040: Approval to Go to Public Meetings**
 Action Possible Action Information Minutes: 10
Presenter: Michael Morris, NCTCOG
Item Summary: Staff will request Regional Transportation Council (RTC) approval to present the draft policies that are proposed to be included in Mobility 2040 and the development of a credit bank to the public for comment.

Background: As part of the development of Mobility 2040, staff has identified new policies to be considered for inclusion in Mobility 2040. Staff discussed the draft policies with the RTC in November, as well as the possibility of bundling the policies to allow agencies to select a subset of policies that have an opportunity to impact the overall transportation system performance and air quality. Staff is recommending that a credit bank of 100 million in transportation development credits be assigned by the RTC to offset local funds on federal projects as an incentive to local governments to implement the policy bundles. [Reference Item 6](#) contains a table of the proposed policies and bundles.

1:50 – 2:00

7. **Contingency Emergency Supplement Transit Options for Texoma Area Paratransit System Service**

Action Possible Action Information Minutes: 10

Presenter: Jessie Huddleston, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval to provide emergency transit operations for governmental agencies that are currently under contract to Texoma Area Paratransit System (TAPS).

Background: [Reference Item 7](#) outlines actions necessary to provide continuous transit operations in Collin and Wise Counties. Staff will provide an update on recent issues and outline interim service strategies that may be needed to ensure passengers are not left stranded. This request would potentially come from governmental agencies that are currently under contract with TAPS, with local governments indicating TAPS is no longer able to fulfil its transit obligations. The strategies include utilizing a mix of existing transportation providers to fill gaps in transit service, including Metropolitan Transportation Authorities (e.g., DART and DCTA), rural/small urban providers, and private taxi companies. The interim services would be provided for approximately 90-120 days to allow jurisdictions to make alternative transit service arrangements. The Federal Transit Administration completed a Financial Management Oversight review of TAPS in June 2015 and requested findings be addressed through a recovery plan. TAPS has continued to struggle to keep services running as it works through its recovery plan. Interim transit services may need to be provided as soon as December 2015.

2:00 – 2:10

8. **Managed Lane Auto-Occupancy Detection Equipment Procurement Process**

Action Possible Action Information Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Texas Department of Transportation (TxDOT) and Regional Transportation Council (RTC) staffs have been working to procure technology to automatically detect vehicle occupancy in managed-lane corridors. TxDOT has cancelled the procurement initiated in the spring and has requested the RTC to lead the reissuance of the procurement with TxDOT support.

Background: The RTC's Tolloed Managed Lane Policies provide for a discount for high-occupancy vehicles (HOVs) of 50 percent during the peak periods. The occupancy requirement for the discount is two or more occupants (2+) and may go to three or more occupants (3+) on or after June 1, 2016, as determined by the RTC. The policy is currently enforced manually with technology support, but provides that over time more advanced technology verification will be used as it becomes available.

- 2:10 – 2:20** 9. **Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Follow-Up: Dallas-Fort Worth Region High-Speed Rail Initiatives Update**
 Action Possible Action Information Minutes: 10
Presenters: Rob Franke, Chair, Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee and Kevin Feldt, NCTCOG
Item Summary: An overview of the Regional Transportation Council (RTC) Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee meeting will be presented.
Background: An RTC Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee meeting is scheduled prior to the RTC meeting. [Electronic Item 9](#) is the Subcommittee's meeting agenda.
- 2:20 – 2:30** 10. **State of Texas Lawsuits Against Volkswagen Group of America, Inc. and Audi of America, LLC**
 Action Possible Action Information Minutes: 10
Presenter: Chris Klaus, NCTCOG
Item Summary: Staff will highlight findings and activity related to defective devices installed in certain Volkswagen and Audi diesel vehicles.
Background: In May 2014, a West Virginia University's Center for Alternative Fuels, Engines and Emissions on-road study found Volkswagen diesel engines exceeded the Environmental Protection Agency's (EPA) standard for emissions of Nitrogen Oxides (NO_x). The study showed these diesel engines, found in seven different Volkswagen models and five different Audi models, emit up to 40 times the level of NO_x emissions these vehicles are allowed to emit per EPA's engine standards. As a result of this study, on October 8, 2015, Texas Attorney General Ken Paxton announced two separate lawsuits against Volkswagen Group of America, Inc. and subsidiary Audi of America, alleging violations of the State's consumer protection laws and clean air standards. Harris County has also filed a separate suit for actions related to Harris County.

[Electronic Item 10.1](#) is draft correspondence to the Texas Attorney General requesting if any settlement funds are awarded as a result of the lawsuit against Volkswagen and Audi, these funds be dispersed to nonattainment regions in Texas for air quality projects and/or programs. Additional information is provided in [Electronic Item 10.2](#).
- 2:30 – 2:40** 11. **Air Quality Freight Initiatives**
 Action Possible Action Information Minutes: 10
Presenter: Shannon Stevenson, NCTCOG
Item Summary: Staff will provide information regarding current air quality initiatives that are related to freight activities.
Background: Heavy-duty diesel vehicles contribute approximately 41 percent of all on-road nitrogen oxides (NO_x) emissions in the Dallas-Fort Worth ozone nonattainment area. The Regional Transportation Council has authorized staff to pursue a variety of activities that directly address emissions from this sector. They include

SmartWay, Idling Restrictions, a Heavy-Duty Diesel Inspection and Maintenance Pilot, and a new education and outreach program titled Saving Money and Reducing Truck Emissions. Through these initiatives, air quality will be improved through three of the seven air quality emphasis areas: high-emitting vehicles, idling, and energy/fuel consumption. [Electronic Item 11](#) provides additional details.

12. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Reference Item 12.1](#))
- Local Motion ([Electronic Item 12.2](#))

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

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

15. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, January 14, 2016, at the North Central Texas Council of Governments.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL
November 12, 2015**

The Regional Transportation Council (RTC) met on Thursday, November 12, 2015, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Brian Barth, Mike Cantrell, Rudy Durham, Andy Eads, Charles Emery, Gary Fickes, Robert Franke, Sandy Greyson, Roger Harmon, Clay Jenkins, Ron Jensen, Jungus Jordan, Stephen Lindsey, Brian Loughmiller, David Magness, André McEwing (representing Scott Mahaffey), Matthew Marchant, Maher Maso, Cary Moon, Stan Pickett, Mark Riley, Amir Rupani, Mohamed Bur, Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino, William Velasco II, Oscar Ward, Bernice J. Washington, Duncan Webb, Andy Nguyen (representing Glen Whitley), Kathryn Wilemon, W. Jeff Williams, Erik Wilson, and Zim Zimmerman.

Others present at the meeting were: Vickie Alexander, Gustavo Baez, Melissa Baker, Berrien Barks, Carli Baylor, Steve Berry, Natalie Bettger, Brandi Bird, Brandy Bissland, Kristina Brevard, Tanya Brooks, Ron Brown, John Brunk, Chris Burkett, Marrk Callier, Jack Carr, Angie Carson, Sarah Chadderdon, Jim Cline, Hal Cranor, Jason Crawford, Mike Curtis, Clarence Daugherty, Ruben Delgado, Kim Diederich, Jerry Dittman, Paula Durant, Michael Eastland, Chad Edwards, Traci Enna, Brittney Farr, Kevin Feldt, David Gattis, Martin Glenn, Bob Golden, Christie Gotti, Mike Hasler, Tommy Henderson, Rebekah Hernandez, Jesse Herrera, Mark Hilderbrand, Jodi Hodges, David Hosseiny, Jessie Huddleston, Yagnesh Jarwarwala, Joel Kertok, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Dan Lamers, April Leger, Mark Lorance, Alfred Luera, Stanford Lynch, Karina Maldonado, Mickey Marlow, Edith Marvin, Adam McGough, Michele McKenzie, Chad McKeown, James McLane, Cindy Mendez, Cesar Molina, Michael Morris, Debra Murry, Jeff Neal, Mark Nelson, Mickey Nowell, James Powell, Vercie Pruitt-Jenkins, Shannon Ramirez, Larry Redden, Chris Reed, Molly Rendon, Bill Riley, Kristina Ronneberg, Greg Royster, Moosa Saghian, Steve Salin, Russell Schaffner, Lori Shelton, Walter Shumac, Randy Skinner, Angela Smith, Rick Stopfer, Gerald Sturdivant, Gary Thomas, Lauren Trimble, Frank Turner, Mandy Vassigh, Mitzi Ward, Terry Watson, Karla Weaver, Germaine White, Cheryl Williams, Bruce Wood, and Ed Wueste.

1. **Approval October 8, 2015, Minutes:** The minutes of the October 8, 2015, meeting were approved as submitted in Reference Item 1. Rob Franke (M); Kathryn Wilemon (S). The motion passed unanimously.

Sandy Greyson commented on the October 8, 2015, meeting minutes related to a Consent Agenda item approving funds for an employer to have access to a regional trail connection. Since there could arise the possibility that two cities may be competing for an employer to locate within its boundaries, she asked if a Regional Transportation Council policy should be created for this type of funding. Michael Morris noted that North Central Texas Council of Governments staff should declare if an employer has express interest in relocating so that other entities could then also express interest.

2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **Unified Planning Work Program Modifications:** A motion was made to approve modifications to the FY2016 and FY2017 Unified Planning Work Program provided in Reference Item 2.1.1. Details were provided in Electronic Item 2.1.2.

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

3. **Orientation to Agenda/Director of Transportation Report:** Regional Transportation Council (RTC) Chair Mark Riley noted the officers of the Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee and Legislation and Finance Partnership Subcommittee. A handout was provided at the meeting showing the full membership of each subcommittee.

Mindy Mize presented the Air North Texas 2014-2015 Partner Awards. Hood County received the Outstanding Advertising award, City of Grand Prairie received the Outstanding Outreach award and the Outstanding Initiative award, University of North Texas Health Science Center received the Outstanding Partner Involvement award, City of Fort Worth received the Outstanding Media Engagement award, and City of Plano received the Air North Texas Partner of the Year award.

Michael Morris provided an update on the Texoma Area Paratransit System (TAPS). He noted that Commissioner Chris Hill had an unexpected conflict related to TAPS and was unable to attend the meeting. The loan approved by the RTC at its October 2015 meeting is being negotiated with a potential entity to allow cash flow for TAPS. In addition, staff has completed negotiations with an outside consultant team that will begin on Monday, November 16 to assist TAPS with invoicing. Also, North Central Texas Council of Governments Transportation and Administration Department staffs are processing invoices and working to determine if the TAPS issue is related to funding or cash flow. Mr. Morris discussed the recent Continuity of Operations pilot test held on October 30. Transportation employees worked outside of the office through the use of technology to test the operation of the department in the event of an emergency. He also reviewed revised allocations for Proposition 1 funding. FY2015 allocations remain unchanged at \$368 million. FY2016 allocations are reduced from \$268 million to \$250 million. FY2017 allocations are reduced from \$264 million to \$131 million. Staff will be working with the Texas Department of Transportation (TxDOT) to stage improvements that have already been approved by the RTC. In addition, he noted that Proposition 7 was approved by voters. Related to federal legislation, he noted that positive train control was included in the Moving Ahead for Progress in the 21st Century (MAP-21) extension. This adjusts the implement date from December 2015 to December 2018. Related to surface transportation authorization, the three-week MAP-21 extension expires November 20. Both the House and the Senate have each passed six-year bills and will meet in conference committee. The committee report must be approved and signed by the President before November 20 or another extension will be needed. Air quality funding opportunities for vehicles were provided in Electronic Item 3.1 and October public meeting minutes were provided in Electronic Item 3.2. An additional public comment from State Representative Turner was provided at the meeting in Reference Item 3.2.1. Recent correspondence was provided in Electronic Item 3.3, recent new articles in Electronic Item 3.4, and recent press releases in Electronic Item 3.5. Transportation partner progress reports were provided at the meeting.

4. **Mobility 2040: Mobility Plan Workshop Follow Up:** Dan Lamers presented progress on the region's next long-range transportation plan and provided a summary of the Mobility

Plan Workshop held prior to the RTC meeting. Congestion levels for 2017 with the current transportation system were reviewed in comparison to congestion levels anticipated for 2040 if there are no additional capacity to roadway or transit system over the next 25 years but 4 million people are added to the region. Mobility 2040 guiding principles were highlighted. These include a comprehensive corridor evaluation to identify the type of improvements to be included in the Plan, reevaluation of priced facility recommendations to determine opportunities to reduce toll facilities and provide additional capacity through tax-funded projects, the reevaluation of regional rail recommendations, and the proposed regional "policy bundles" to make the most efficient use of the transportation system. Mobility 2040 funding estimates were also reviewed and a table summarizing the reasonably expected revenue for the timeframe of the Plan were highlighted. The current Plan totals \$94.5 billion. Recommendations for Mobility 2040 total \$108.7 billion that is reasonably thought to be available for utilization in the Plan. Traditional funding totals approximately \$64 billion, with remaining revenue assumed for sources such as current and proposed priced facilities, new revenue from diversions, Proposition 1 and Proposition 7, public-private partnership related to transit, and state, local, and federal revenue enhancement assumptions. Major expenditures for Mobility 2040 include maintenance, roadway, and regional rail. Freeway/tollway corridors represent approximately \$30 billion expenditures. Other expenditures include additional capacity without tolled components, existing tolled and managed lanes, and capital maintenance. Mr. Lamers also highlighted the transit system portion of Mobility 2040. A new concept that will be applied to the Plan is high-intensity bus service. This is a rail-like premium bus with amenities. This option requires less capital and operating cost than bus service that can be implemented in less time. He reviewed the transit system, including existing rail corridors and those corridors under review for new regional rail service or potential high-intensity, bus-type service. He noted that staff anticipates presenting Mobility 2040 recommendations to the RTC for approval in March 2016. Public involvement will begin in January 2016 and staff proposes to present draft recommendations at the December 10, 2015, RTC meeting for approval to take Mobility 2040 recommendations to public meetings later in December.

Michael Morris presented information from the Mobility Plan Workshop and recommendations for the listing of near-term projects in the document. The financial benefits from Proposition 1 and Proposition 7 were highlighted. These funding opportunities provides approximately one-third of the funding needs for transportation. Staff proposes that Mobility 2040 include a reduction of future toll facilities by approximately the same percentage. He discussed the cost savings and benefits individuals receive by choosing to use tolled managed lanes and how the users optimize those benefits by making daily decisions to use tolled or non-tolled options. Mr. Morris discussed general consensus on Southern Gateway for inclusion in Mobility 2040. Improvements are proposed on US 67 to aid the "Red Bird Mall" redevelopment. No tolled components will be included and the project will be stage constructed at \$600 million with a potential pedestrian cap north of the Dallas Zoo. LBJ East general consensus was also discussed. The project is proposed to include tolled managed lanes west of Royal/Miller, expedited noise wall construction, and advancement of Skillman/Audelia construction. No managed lanes are proposed. A small portion of the project may require a cantilever through the utility complex. The design should include continuous frontage roads and improved interchanges throughout the corridor. Staff will work with TxDOT and cities to review the need to reconstruct the IH 30 interchange. Mr. Morris also discussed potential corridor recommendations for projects proposed to be tax supported facilities. The proposal is to move ahead on a non-tolled section on IH 35W to alleviate the bottleneck in downtown Fort Worth. In addition, US 287 in Tarrant County is also proposed to be non-tolled. SH 170 from IH 35W to SH 114 in Tarrant County is

proposed as a tolled managed lane instead of a toll road. IH 635 from Miller to IH 30 in Dallas County is proposed to be non-tolled. In addition, the Southern Gateway is proposed to be non-tolled. Loop 9 is also proposed to have no tolled components and will be a staged freeway. It will be built in stages over time moving ahead with the frontage roads as quickly as possible, advancing the main lanes as volumes warrant. Regarding US 75, the most recent idea is to take the success of the use of shoulders during the peak period for use on US 75 from IH 635 to SH 121 as a first phase project. There is not yet consensus on the permanent project. A second pilot condition will be added that allows traffic to use the shoulder if there is an accident or incident. In addition, he discussed corridors for further study to help provide east-west access in North Dallas. Future conversations are needed to developing innovative solutions for traffic in this area. Monica Alonzo asked about specific recommendations, and Mr. Morris noted the solutions are only a concept at this time. Andy Eads discussed future plans for an east-west corridor in Denton County and asked about the near-term and long-term plans for US 380. Mr. Morris noted near-term efforts to invest in improvements on in Denton and Collin Counties, as well as long-term planning for a future facility. Mr. Eads noted Denton County's desire to do whatever can be done to expedite the current improvements on US 380. Brian Loughmiller discussed projected growth in Collin County and the City of McKinney and concern that no east-west connections are included on any maps for the future. He noted that he would like to see some strategic planning that deals with this issue in Collin County. Mr. Morris noted that before the December meeting, he would like staff to bring back the regional thoroughfare component and also add corridors to the illustrative map in Collin County so that it is clear to the public that planning efforts are proposed in the county. Mr. Loughmiller also discussed SH 380 in Collin County, noting that there is not sufficient right-of-way to take the corridor through its current state to a limited access freeway. He also discussed future initiatives in McKinney and the importance of those initiatives being known for planning purposes. Mr. Morris noted that consensus on US 380 must be reached and that a footnote should be added to the illustrative map regarding the future planning initiative. Mr. Loughmiller also discussed light rail and bus rapid transit north of Plano that should be listed in the Plan. Mr. Morris noted that staff is planning to pursue high-intensity bus corridors through guaranteed transit on express lanes and that this allows for those discussions to be included in the future. Sandy Greyson discussed funding estimates related to public-private partnerships for transit and asked if the estimated \$3.5 billion was a firm estimate. Mr. Lamers noted that the total was based on estimates by staff as a result of an innovative finance initiative related to the Cotton Belt. The estimate includes funding opportunities within the entire regional rail system. Andre McEwing asked for additional details about high-intensity bus service. Mr. Morris discussed interim and permanent solutions, including guaranteed transit. He noted that efforts would be coordinated with the three transit agencies and due to timing, may be added to future Mobility Plans. Matthew Marchant discussed corridors for future evaluation and asked the best way to notify staff if an entity would like to request that a corridor be removed or added. Mr. Morris requested that any entity with comments should provide those to staff prior to the December 10, 2015, RTC meeting. Mr. Marchant also asked for information about the new corridor shown on a map at the workshop in Granbury. Mr. Lamers noted that the corridor was reviewed at the request of TxDOT Fort Worth and Hood County. It has been determined that the corridor is not warranted at this time and has been placed on the map for future evaluation. Mike Taylor discussed the misunderstanding that citizens have of tolled projects, specifically related to how these projects actually benefit the region and that they are a tool of choice. Mr. Morris noted that tolled projects and tolled components have complexities that are often misunderstood by the public. Many times, focus is on the cost and not the benefit. He noted that the region must improve its communication and understanding of the benefits with citizens.

5. **Proposed Regional Transportation Council Policies for Mobility 2040: Doing More than Projects:** Michael Morris presented proposed policies and bundling of policies to include in the development of Mobility 2040. This item was discussed in the workshop in more detail, and action will be requested at the December 10, 2015, Regional Transportation Council (RTC) meeting to present these policies at December public meetings are part of Mobility 2040. The concept is to create a credit bank to solve transportation issues with policies and programs. Local governments would approve a policy bundle. The Regional Transportation Council (RTC) would assign \$100 million transportation development credits in a bank. Local governments approving the policy bundles could submit credits to offset local funds on federal projects as an incentive that helps implement air quality, mobility, and safety efforts in the region. Entities can adopt on a voluntary basis and decide which subset of policies it prefers. A 50 percent target is proposed, but RTC could determine what percentage of policies it would like entities to adopt. Mr. Morris clarified that the quality of projects submitted for funding would not be judged based on whether an entity adopted the required percentage of policies. The proposed policies were reviewed and provided in more detail in Electronic Item 5. Type 1 policies would require joint staff coordination such as staffs meeting with major employers to promote the Employer Trip Reduction Program. Type 2 policies would require governing body approval such as adoption of the existing Clean Fleet policy. Type 3 policies would require ordinances such as the Locally Enforced Motor Vehicle Idling Limitations, and Type 4 policies would require election by participating in membership with a transportation authority. Details of each were provided. Mr. Morris discussed concern that certain policies may become mandatory in the future or that projects submitted for funding could be ranked according to an entities adoption of policies. He noted that as the region grows to 10.7 million in the future, all transportation problems will not be solved by building projects. The region must not only address improvements, but must use tools to reach air quality, mobility, and safety goals.
6. **HB 20 Requirements for the Development of 10-Year Plan:** Michael Morris briefed the Regional Transportation Council on work of the HB 20 Planning Organization Stakeholder Committee, made up of Texas Department of Transportation (TxDOT) district engineers and metropolitan planning organizations (MPOs). The Committee contributed to a report that was provided to a legislative oversight committee, which is included as Electronic Item 6.1. HB 20 requires TxDOT and MPOs to use a performance-based planning process to prioritize projects. In addition, MPOs are required to include 10-year plan as a required document. The MPO has done this informally, but it will now be a required document. This document will bridge the gap between the four-year Transportation Improvement Program and the 25-year Mobility Plan. This will provide transparent information on the staging of projects to the public and aligns with TxDOT's 10-year Unified Transportation Program. As part of its current efforts for air quality conformity, projects are staged in the Mobility Plan. Mobility 2040 conformity networks will include 2017, 2027, 2037, and 2040. The 10-year plan is anticipated to align with the 2027 transportation network. Instead of creating a separate document, staff will spend time utilizing current efforts to develop the 10-year plan. Details were provided in Electronic Item 6.2.
7. **Environmental Protection Agency's New Ozone National Ambient Air Quality Standard and End of Ozone Season Update:** Chris Klaus provided an update on the Environmental Protection Agency's (EPA) new National Ambient Air Quality Standard (NAAQS) for ground-level ozone. As a protector of public health, the EPA is charged with reviewing the ozone standard every five years. On October 1, 2015, the EPA issued the final rule on the new NAAQS ozone standard of 70 parts per billion (ppb). EPA expects to

designate nonattainment areas in late 2017 with the effective date of the designations anticipated in late 2017/early 2018. Conformity determinations for new counties designated nonattainment will be due one year later (late 2018/early 2019). Staff is waiting to learn the criteria that will be used to evaluate new counties for nonattainment and will continue to monitor if additional nonattainment counties will be added for the region. If necessary, the Regional Transportation Council and Surface Transportation Technical Committee may be asked to comment regarding the criteria or analysis results. The Texas Commission on Environmental Quality would then be required to submit its State Implementation Plan by late 2020/early 2021. Depending on the classification for nonattainment, the region may be expected to reach attainment by 2023 or 2024. Staff will continue to monitor and provide updates to the RTC. Mr. Klaus discussed the extension of the ozone season from March 1 to November 30, effective January 1, 2017. RTC previously provided comments encouraging EPA not to implement the extended season in the Dallas-Fort Worth nonattainment region based on ozone data. He noted that minimal impact is anticipated from the extended ozone season since the RTC implements air quality strategies year round. He also provided a summary of the 2015 ozone season activity for the Dallas-Fort Worth region. In 2015, the region experienced 28 exceedance days. Unlike in past years, less monitors reached exceedances. Comparative data shows that the region remains in a downward trend. A map showing the design value of monitors in the region was highlighted, with Denton being the controlling monitor. He discussed the direction of prevailing winds and the impact to monitors in the region from sources outside of the region. Sandy Greyson asked if a new county is added to the nonattainment area, which ozone standard it would be required to meet and also whether the region has ever met the 75 ppb standard. Mr. Klaus noted that new counties would adhere to the 70 ppb standard. He also noted that the region had not met the 75 ppb standard, but has met the 1997 standard of 85 ppb and the one-hour standard from the early 1990's. He explained that the geography and location of the region proves to be more difficult due to wind directions and transport ozone that negatively impacts the region. Up to half of the ozone in the region is thought to come from transport ozone. Ms. Greyson asked if the SIP was considered aggressive. Mr. Klaus noted that the State's SIP is extremely aggressive from a transportation perspective. The region's list of strategies and accomplishments that are included and influence the State's plan are considered some of the best. Details were provided in Electronic Item 7.

8. **Look Out Texans:** Karla Weaver presented information about the recently launched "Look Out Texans" Bike-Walk-Drive regional safety campaign. Dallas and Fort Worth are designated by the Federal Highway Administration as pedestrian/bicycle safety focus cities due to the high rates of pedestrian and bicycle crashes and fatalities. In addition, Texas typically ranks in the top-three for the highest percentage of pedestrian fatalities. Within the region over the past five years, there have been more than 8,000 collisions between motor vehicles and pedestrian/bicyclists resulting in over 500 fatalities. In an effort to reduce these statistics, a regional safety campaign was funded through a Texas Department of Transportation (TxDOT) Transportation Enhancement Grant in 2013. The overall goal is to inform, encourage, and educate people about the benefits of multi-modal transportation and safety. The campaign outreach and distribution began this fall and will go through fall 2016. Staff has spent the last several months working with various communities and transit agencies to develop the message which will address bicyclists, pedestrians, and motorists. The initiative will be targeted at school-aged children, university students, and the Hispanic population. Ms. Weaver highlighted information included in the campaign including safety tips, local citizen stories, and various methods of advertisement and outreach. Information is also available at LookOutTexans.org. Staff will be working with libraries and community centers to provide outreach material within communities and have coordinated through a

teacher focus group on the development of school kits. Staff would also like to partner with communities to include campaign information in community newsletters, social media, community events, and other local publications.

9. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 9.1, Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 9.2, and the current Local Motion was provided in Electronic Item 9.3.
10. **Other Business (Old or New):** There was no discussion on this item.
11. **Future Agenda Items:** There was no discussion on this item.
12. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, December 10, 2015, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:45 pm.

GE TEST TRACK FUNDING PROPOSAL

REGIONAL TRANSPORTATION COUNCIL

DECEMBER 10, 2015

GE TEST TRACK FUNDING PROPOSAL

Project Background

GE Locomotive Manufacturing Plant – North Fort Worth
(NE Corner of SH 114/FM156)

Requires Permanent Test Track (~3 miles)

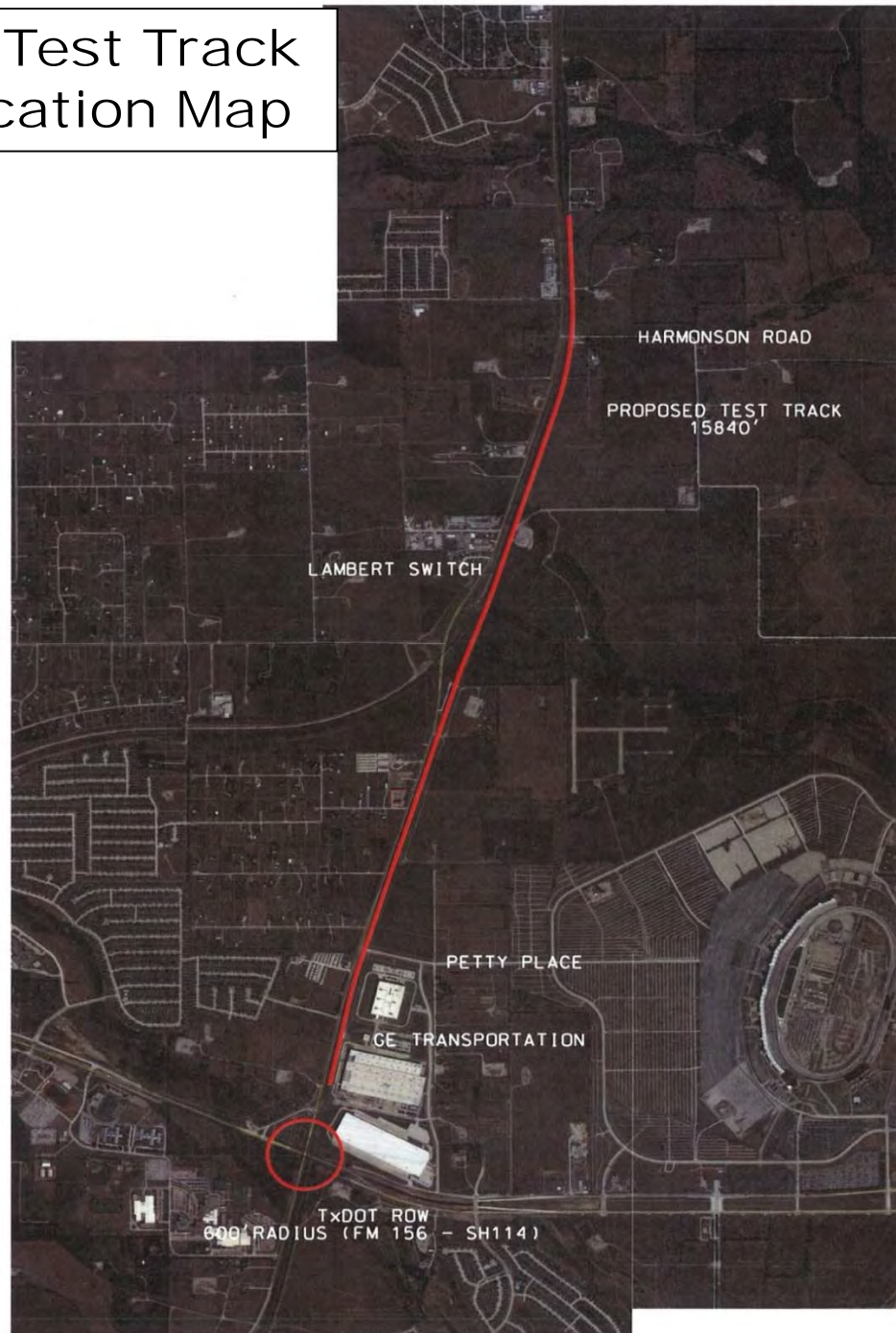
Public Sector Commitment to Assist

Public Sector Safety Interest:

Avoid Rail Crossing at SH 114/FM 156 Interchange

Public Sector Support for “North” Option

GE Test Track Location Map



GE TEST TRACK FUNDING PROPOSAL

Funding Background

Previous RTC Action:

Multimodal Improvements Project (August 2008)

\$80 million in RTR Funds

- Relocate BNSF Mainline
- Permit FM 156 to be Relocated
- Allow Extension of Alliance Airport Runway

GE Test Track (October 2014)

\$12 million of Cost Savings from BNSF Rail
Relocation Project

Double Eagle Parkway Extension (April 2013)

Funded through Interest Savings (\$4 million)

GE TEST TRACK FUNDING PROPOSAL

	Millions
Cost Summary	
ROW Acquisition	\$9.140
BNSF ROW Acquisition	\$2.430
Design/Construction	<u>\$9.914</u>
	\$21.484
Existing Funding	
RTC (Denton Cnty RTR)	\$12.000
GE (BNSF ROW)	<u>\$2.430</u>
	\$14.430
Funding Shortfall	\$7.054

GE TEST TRACK FUNDING PROPOSAL

Funding Shortfall: Partner Contributions	Millions
RTC (Denton County RTR)	\$2.570
GE	\$2.625
Fort Worth	
GE Advances, Repaid through Abatement	\$0.999*
Contingency	
50/50 Split (GE & RTC/County)	<u>\$0.860</u>
	\$7.054**
*Subject to Fort Worth Council Approval	
**GE Responsible for Any Additional Costs	

GE TEST TRACK FUNDING PROPOSAL

	Millions
Total Project Funding Contributions	
RTC (Denton County RTR)	\$15.000
GE	\$5.485
Fort Worth	<u>\$0.999</u>
	\$21.484

GE TEST TRACK FUNDING PROPOSAL

Action Requested

Approve GE Test Track funding shortfall proposal with GE responsible for any additional costs

Allocate \$3M (Denton County RTR) in cost savings from Multimodal Improvements project (BNSF Rail Relocation) for GE Test Track

Authorize all necessary amendments to the TIP/STIP and administrative and planning documents to incorporate this action

**REGIONAL TRANSPORTATION COUNCIL
2016 SCHEDULE OF MEETINGS
(Second Thursday, 1:00 pm)**

January 14, 2016

February 11, 2016

March 10, 2016

April 14, 2016

May 12, 2016

June 9, 2016

July 14, 2016

August 11, 2016¹

September 8, 2016

October 13, 2016

November 10, 2016

December 8, 2016

Dates are subject to change.

¹ This meeting date may be rescheduled for a different date in August due to potential conflict with the Annual Transportation Summit or the meeting may be scheduled to be part of the event.

DRAFT

SMALL UNMANNED AIRCRAFT SYSTEMS (sUAS)/UNMANNED AIRCRAFT VEHICLE (UAV) MODEL ORDINANCE

It shall be unlawful for any Pilot in Command (PIC) to takeoff or land any small Unmanned Aircraft System (sUAS) for civil or model aircraft operations within 5 miles of any public, private, or military airport without written permission from the appropriate airport operations personnel, and:

1. The flight is permitted under the applicable Federal Aviation Administration (FAA) rules for the operation and maintenance of sUAS activity within 5 miles of an airport, or via a Special Airworthiness Certificate; and,
2. Any image(s) captured are lawfully acquired under Texas Government Code Chapter 423, known as the Texas Privacy Act.

In addition to the above requirements, the following conditions must be met:

- a. All sUAS takeoffs and landings are prohibited within 1.5 miles from any point of the centerline of any runway.
- b. Outfitting sUAS with a weapon of any kind is prohibited.
- c. Insurance is required for civil operations within 5 miles of the airport. Proof of insurance shall be provided upon request.
- d. Functional Global Positioning System (GPS) altitude indicator and GPS track recorder must be installed on each sUAS and flight track data provided to the airport upon request.
- e. Prior to a takeoff or landing within 5 miles, the noise footprint, or controlled airspace, whichever is greater, for any military installation with flight operations requires correspondence and approval from the Operations Officer and/or Community Planning Liaison Officer of the installation Commanding Officer's staff.
- f. Public operations may be exempt from conditions set forth in this ordinance by adhering to operational specific FAA Certificate of Authorization (COA) requirements and advanced notice and coordination with Department of Aviation staff prior to a takeoff and landing.

Penalty section for violations will be determined by individual agency.

If you have questions or comments on the draft model ordinance please contact Natalie Bettger at 817-695-9280 / nbettger@nctcog.org.

Terms as defined by the FAA or the State of Texas:

1. Aircraft: any contrivance invented, used, or designed to navigate, or fly, in the air (Title 49, United States Code (49 USC) § 40102)
2. Pilot in Command (PIC): the person who has final authority and responsibility for the operation and safety of the flight; has been designated as PIC before or during the flight; and holds the appropriate category class and type-rating, if appropriate, for the conduct of the flight (14 CFR § 1.1)
3. Unmanned aircraft (UA): any aircraft that is operated without the possibility of direct human intervention from within or on the aircraft (P.L. 112-95, Section 331)
4. Unmanned Aircraft System (UAS): an unmanned aircraft and associated elements, including communication links and the components that control the unmanned aircraft, that are required for the pilot in command to operate safely and efficiently in the national airspace system (P.L. 112-95, Section 331)
5. UAS Certificate of Waiver or Authorization (COA): an authorization issued by the Air Traffic Organization to an operator for a specific unmanned aircraft activity
6. Image: any capturing of pictures, video, sound waves, thermal, infrared, ultraviolet, visible light, or other electromagnetic waves, odor, or other conditions existing on or about real property in this state or an individual located on that property
7. Public Operations: Limited by federal statute to certain government operations within U.S. airspace. Title 49 U.S.C. § 40102(a)(41) provides the definition of "Public Aircraft" and § 40125 provides the qualifications for public aircraft status. Whether an operation qualifies as a public aircraft operation is determined on a flight-by-flight basis, under the terms of the statute. The considerations when making this determination are aircraft ownership, the operator, the purpose of the flight, and the persons operating and responsible for UAS.
8. Civil Operations: Non-Governmental *including, but not limited to, commercial purposes or in furtherance of, or incidental to, any business or media service or agency*
9. Model Aircraft: Hobby or Recreation operations *only*
10. Weapons: *something used to injure, defect or destroy*

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

Air Quality Funding Opportunities for Vehicles

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

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

Current Vehicle Grant Funding Opportunities

 [Select Language](#) | ? ?

	Eligible Focus Areas								Eligible Applicant Type	
	Heavy-Duty Vehicles					Light-Duty Vehicles				
	School Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis		Idle-Reduction Technology
AirCheckTexas Drive a Clean Machine Program							X			General Public
Drayage Loan Program Deadline: First Come, First Served		X				X				Private Sector
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X		X	X		Private Sector
Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector
Texas Clean School Bus Grant Program Deadline: December 2, 2015	X				X					Public Sector
Texas Emissions Reduction Plan (TERP) Emissions Reduction Incentive Grant (ERIG) Program NEW! Deadline: February 2, 2016, 5 pm	X	X	X	X	X	X				Public Sector, Private Sector, General Public








[NCTCOG Funding Opportunity Archive](#)

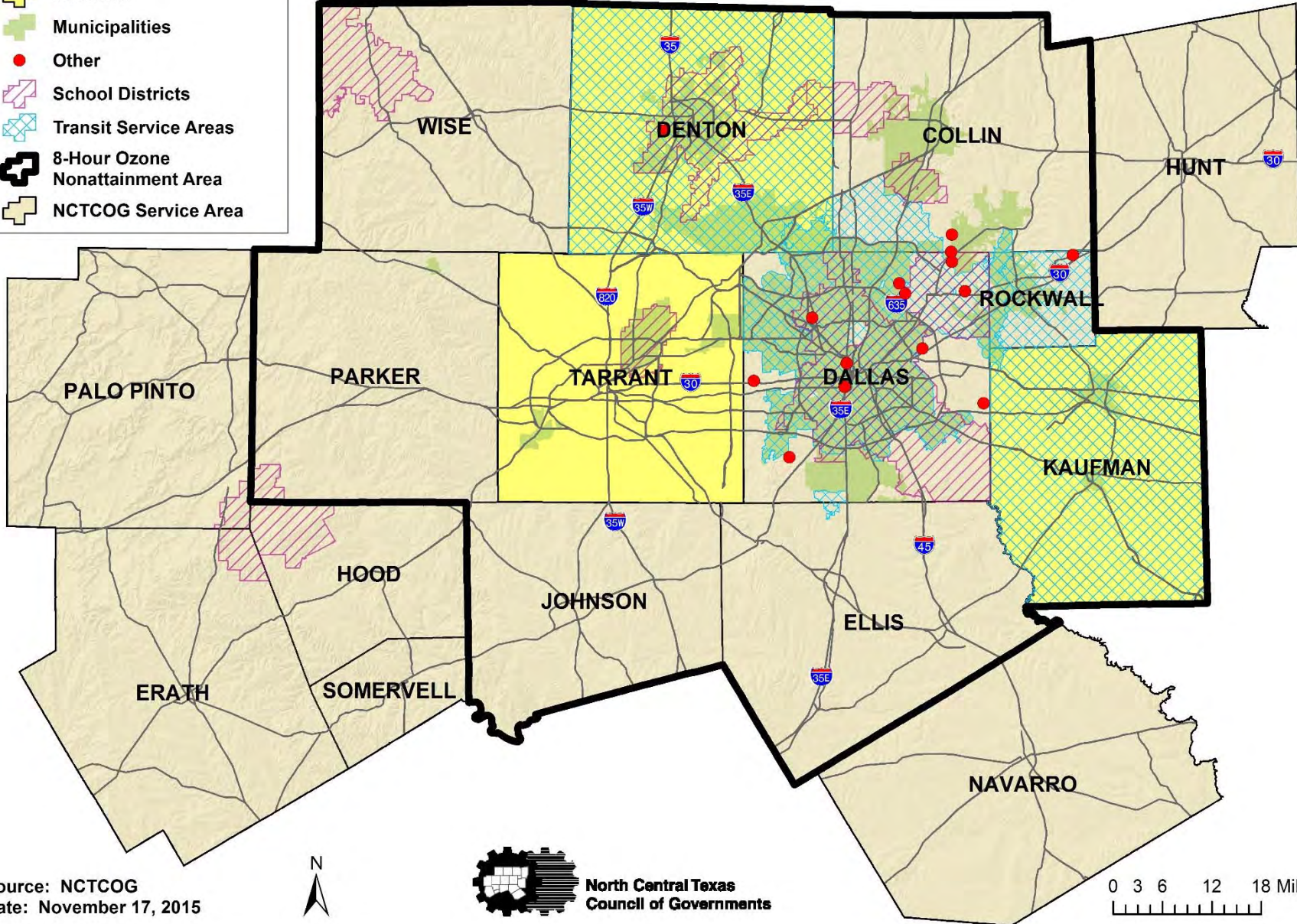
If you have any questions on upcoming funding opportunities, please e-mail AQgrants@nctcog.org.



Clean Fleet Policy Adoptees

Legend

-  Counties
-  Municipalities
-  Other
-  School Districts
-  Transit Service Areas
-  8-Hour Ozone Nonattainment Area
-  NCTCOG Service Area



Source: NCTCOG
Date: November 17, 2015



North Central Texas
Council of Governments





Clean Fleet Policy Adoptees

56 Total Adoptees

Municipalities – 27

Private Companies – 12

School Districts – 8

Counties – 3

Transit Agencies – 3

Other Entities – 3

For More Information:

www.nctcog.org/fleetpolicy

Amy Hodges, 817-704-2508

November 2015

TRANSPORTATION PUBLIC MEETINGS

DECEMBER 6:30 PM

MONDAY

14

Denton North
Branch Library
3020 N. Locust Street
Denton, TX 76209

DECEMBER 6:30 PM

TUESDAY

15

Richardson Civic Center
411 W. Arapaho Road
Richardson, TX 75080

DECEMBER 2:30 PM

WEDNESDAY

16

Ella Mae Shamblee
Branch Library
1062 Evans Avenue
Fort Worth, TX 76104



North Central Texas
Council of Governments

After the Dec. 16 meeting, a video recording will be online at www.nctcog.org/input.

Preliminary Draft Mobility 2040 Recommendations

As the metropolitan planning organization for the Dallas-Fort Worth area, NCTCOG is required to maintain a long-range transportation plan that defines a blueprint for the region's multimodal transportation system and guides expenditures of local, state and federal transportation funds. This long-range plan must have a time horizon of at least 20 years. Staff are developing Mobility 2040, the next long-range transportation plan, and will present draft recommendations and information on the related air quality analysis for public review and comment. Draft recommendations for major roadways, transit projects and bicycle and pedestrian infrastructure will be highlighted along with a program to encourage local agency adoption of transportation-related policies as the region determines how to balance expected increases in population and congestion with available funding.

End of Ozone Season Update and New EPA Air Quality Standard

Since the DFW region does not meet the federal air quality standard for the pollutant ozone, NCTCOG implements various projects and programs in the region to improve air quality and protect public health. Staff will provide a summary of the 2015 ozone season and the air quality programs in the region as well as information on the EPA's new, more stringent ozone standard.

Other Information to be Highlighted at the Meetings:

- Proposed Modifications to the List of Funded Projects
- AirCheckTexasProgram Resumes

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



NCTCOGtrans

Quick Take

What:

Proposition 7 is a voter-approved constitutional amendment that will provide additional transportation revenue from the state sales tax beginning in September 2017. By September 2019, according to the measure, 35 percent of the motor vehicle sales tax will be earmarked to transportation.

Significance:

Population and job growth continue to be important issues in Dallas-Fort Worth and across the state. By 2040, DFW is projected to welcome nearly 4 million additional residents. To meet the demands placed on the infrastructure by such a large population, the state needs more revenue dedicated to roads.

Inside the Numbers:

\$3 billion

The estimated amount of annual highway funding that Proposition 7 could generate by 2021.

Proposition 7 Helps Meet Highway Needs

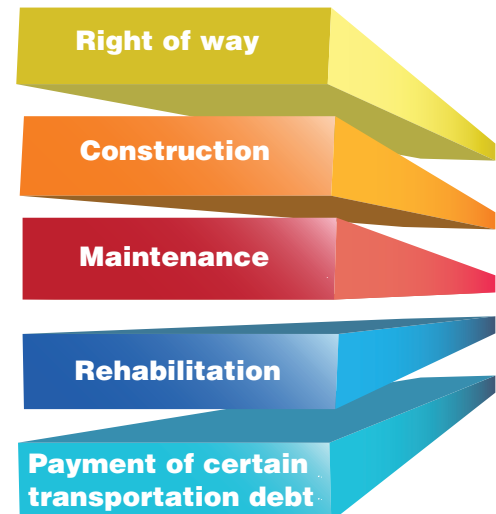
In November 2015, voters approved Proposition 7, a constitutional amendment intended to boost transportation funding and help Texas navigate the changes brought on by continued population growth and economic expansion. This vote came just a year after the passage of Proposition 1, an amendment Texans overwhelmingly approved in 2014 that earmarks a portion of oil and gas severance taxes for the transportation system. Combined with the decision to end the diversion of some money from the transportation fund, these measures show lawmakers are serious about providing the Texas Department of Transportation with the revenue it needs to fulfill maintenance responsibilities and keep congestion from worsening.

Beginning in September 2017, Proposition 7 will earmark \$2.5 billion from state sales tax for transportation once revenue tops \$28 billion. By September 2019, 35 percent of the proceeds from the motor vehicle sales tax will also be directed to the State Highway Fund, when it exceeds the first \$5 billion in that fiscal year. This fund is expected to accumulate between \$250 million and \$500 million per year. The money provided by Proposition 7 will be limited to non-tolled roadway facilities.

The additional money moves TxDOT toward the goal of adequate highway funding without additional fuel taxes. Proposition 1 has already paid dividends, providing the region funding to build an interchange at Interstate Highway 30 and State Highway 360, a project that has been in the plans since the early 1980s.

Additional funding has topped the Regional Transportation Council's legislative program the past several sessions as policymakers grapple with the increased transportation needs brought on by explosive growth throughout Dallas-Fort Worth. The region continues to add about 1 million new residents every 10 years and is projected to grow to 10.7 million by 2040.

Permissible Uses for Proposition 7 Funds



Proposition 7 funds are restricted to non-tolled roadway projects.

FACTSheet

In 2013, TxDOT estimated \$5 billion per year, in addition to current funding and continued use of tolls and public private partnerships, was needed to meet the state's transportation needs. In fiscal year 2015, Proposition 1 revenue provided \$1.7 billion for state highway funding. Although this was a key step toward closing the state's transportation funding gap, additional money for transportation was still needed.

In spring 2015, the Texas Legislature passed House Bill 20, which prohibited portions of the State Highway Fund from going toward non-highway uses such as the Department of

Public Safety. The funding made available by ending these highway diversions was included in the fiscal years 2016 and 2017 statewide budget and accounts for an additional \$650 million per year.

Proposition 7 complements both Proposition 1 and the end of highway diversions by tapping additional revenue sources to further enhance transportation funding. Although Proposition 7 and the measures before it will not fully fund the state's overall transportation needs, the recent actions represent new steps toward securing Texas' transportation future.

New Statewide Transportation Funding Opportunities

Over the past two legislative sessions, lawmakers have provided opportunities for new transportation funding. Propositions 1 and 7, and an end to diversions represent a significant commitment that will allow TxDOT to meet future transportation needs for the Dallas-Fort Worth area and the state.

Revenue Source	Priced Facility Use	Transit Use	Estimated Statewide Revenue (in billions)					
			2015	2016	2017	2018	2019	2020
Prop. 1	<u>No</u>	<u>No</u>			↓ 50%	?	?	?
End Diversions	Yes?	<u>No</u>						
Sales Tax ¹ *	<u>No</u>	<u>No</u>						
Excise Tax ² *	<u>No</u>	<u>No</u>						
Total Revenue			\$1.74	\$1.81	↓\$1.79	↓\$4.84	↓\$4.84	↓\$5.53

¹ The transportation allocation of the state sales tax (6.25%) will be the first \$2.5 billion after the first \$28 billion collected

² The transportation allocation of the motor vehicle sales tax will be the first 35% above \$5 billion collected (estimated to be ~\$400-500 million)

* Proposition 7 funding

Proposition 7 amounts are estimated and dependent on state sales tax and motor vehicle tax revenue. Proposition 1 funds are also estimated.



North Central Texas Council of Governments

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

Email: transinfo@nctcog.org

NCTCOG.org/trans

Facebook.com/nctcogtrans

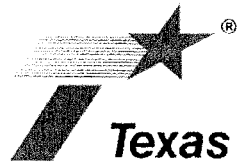
Twitter.com/nctcogtrans

YouTube.com/nctcogtrans

Instagram.com/nctcogtrans

Vimeo.com/nctcogtrans





Texas Transportation Commission

125 EAST 11TH STREET • AUSTIN, TEXAS 78701-2483

October 29, 2015

Honorable Mark Riley
Chair
Regional Transportation Council
4700 Airport Drive
Denison, Texas 75020

Dear Chairman Riley,

On behalf of the Texas Transportation Commission, I would like to thank you for your letter dated October 8, 2015 regarding your support of Proposition 7. I would also like to thank you for supporting the Commission and TxDOT on transportation issues facing our state. If the voters of Texas do approve Proposition 7, we will be working with you and other local partners to implement this new revenue in a transparent and objective manner.

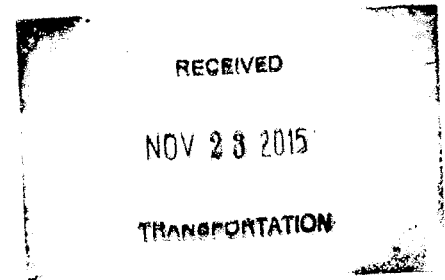
I look forward to our continued partnership on local transportation projects. If I can be of assistance, please do not hesitate to contact me at (512) 783-8218 or Tryon.Lewis@txdot.gov.

Sincerely,

A handwritten signature in black ink that reads "Tryon D. Lewis". The signature is written in a cursive, flowing style.

Tryon D. Lewis
Chair
Texas Transportation Commission

cc: Texas Transportation Commission
LtGen J.F. Weber, USMC (Ret), Executive Director, TxDOT





CITY OF GLENN HEIGHTS

2118 S. Uhl Rd

Glenn Heights, TX 75154

972-274-5100 Fax 972-274-5110

November 18, 2015

North Central Texas Council of Governments

Mr. Michael Morris

Director of Transportation

616 Six Flags Drive

P.O. Box 5888

Arlington, TX 76005-5888

Dear Mr. Morris:

My name is David Hall and I'm the Managing Director of Infrastructure and Development for the City of Glenn Heights.

You may recall speaking with me and our Mayor, Leon Tate, and City Manager, Aretha Ferrell-Benavides, a couple of weeks ago. Pursuant to that conversation I wanted to reach out and briefly communicate some of the major transportation issues impacting the City of Glenn Heights, the most costly of which would be the condition of our roads. As you may have heard, the city's voters approved \$8million in potential General Obligation (GO) bonds at the November 3, 2015 election. While that bond funding can be leveraged and serve as seed money for future improvements, as you are aware, unto itself it is insufficient to significantly impact major road projects, of which there is a great need in the city.

The City has two arterial roads, Bear Creek and Hampton. The conditions of both roads has deteriorated to near dangerous levels. In fact, the city has contracted with Dallas County for emergency repairs to Bear Creek Road which are scheduled to begin within 2 weeks. Those repairs are temporary, as the systemic road problems are foundational in nature. Additionally, both roads are only two lane roads and become severely constricted during high-volume times of the day. Both the lack of capacity and condition lead to consideration of expansion and reconstruction of the roads. However, it is extremely cost prohibitive, as preliminary engineering estimates for the reconstruction and expansion of the roads into four lane divided roads, with a curb and gutter system yielded an estimated cost of more than \$17 million for each road respectively.

The City of Glenn Heights has had a robust residential market recently, and the future residential market outlook remains strong. However, that success is a double-edged sword, as the impact of increased traffic correlates to increased road degradation. Because both Bear

Creek and Hampton are in such a deteriorated condition they have had a significant negative impact on our ability to expand our city's economic development activities; making it difficult to diversify our tax base by increasing commercial development. With a limited capital budget, and operations and maintenance budget funding inadequate relative to the scale of road projects, the city has considered alternative funding sources. During the last two grant cycles the city partnered with DART in an attempt to win a TIGER grant, but was unsuccessful. After conversing with you, we understand that the NCTCOG may be able to assist in either funding, planning, partnering, or directing us to opportunities about which we might otherwise be unaware. We welcome the chance to open the dialogue and look forward to furthering our city's growth and economic development as we endeavor to improve our transportation infrastructure in the City of Glenn Heights.

I thank you for your time and welcome your feedback.

Respectfully,



David Hall, JD, MCP
Managing Director | Infrastructure and Development
2118 Uhi | Glenn Heights, TX 75154
P: 972-274-5100 Ext 103 C: 469-816-8029
David.Hall@glennheights.tx.gov | Facebook: www.facebook.com/CityofGlennHeights



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

November 19, 2015

The Honorable John Cornyn
United States Senate
517 Hart Senate Office Building
Washington, DC 20510

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

The Honorable Jeb Hensarling
United States House of Representatives
2228 Rayburn House Office Building
Washington, DC 20515

The Honorable Mac Thornberry
United States House of Representatives
2208 Rayburn House Office Building
Washington, DC 20515

Dear Senator Cornyn and Representatives Hensarling, Johnson, and Thornberry:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to extend our thanks for your continued leadership on transportation issues in the United States Congress; a membership roster of our organization is enclosed. The RTC applauds each chamber of Congress for passing long-term surface transportation legislation, the Senate Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act and the House Surface Transportation Reauthorization and Reform (STRR) Act. As you meet in conference to discuss a final authorization, we would like to make recommendations for your consideration.

The RTC requests that the conference committee provide funding at the highest levels possible to support preservation and improvement of the transportation system. The Senate DRIVE Act and the House STRR Act both increase the percent of Surface Transportation Program (STP) funds suballocated by population to 55 percent, but only the STRR Act actually increases the dollar amounts for STP suballocation. The RTC supports the allocation of funds in the House version and asks for your support in increasing funding for STP.

In addition, funding for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program has been reduced in both bills, but the RTC is especially concerned with the drastic cuts to the program in the House STRR Act. The TIFIA program has worked to leverage federal funds for numerous innovative projects throughout the nation, including the DFW area, and should be funded adequately. The RTC urges you to consider Senate TIFIA provisions and pass a conference report with funding levels high enough to support the program at its current level of activity.

November 19, 2015

Again, we thank you for working to securing passage of a long-term surface transportation authorization. If you have any questions, please feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments (NCTCOG) at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

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

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

RH:ch
Enclosure

cc: North Central Texas Congressional Delegation
Michael Morris, P.E., Director of Transportation, NCTCOG



November 19, 2015

Sarah J. Chadderdon
Principal Transportation Planner
North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76005

Dear Ms. Chadderdon:

Thank you for taking the time to speak with me on November 18th to discuss the current situation with Texoma Area Paratransit System (TAPS). As you are aware, the City of Allen continues to monitor events at TAPS closely. We are currently experiencing minor service disruptions on our TAPS fixed routes and severe limitations on the Demand Response service that TAPS is able to provide.

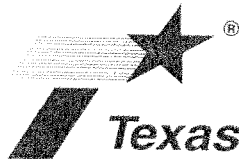
We will continue to work directly with TAPS to address service issues and we welcome the opportunity to continue discussions with you and other NCTCOG staff related to alternative options if TAPS is unable to fulfill their contractual obligations. TAPS provides a vital service to many in our community, and we understand the need to be prepared to assist those who rely on that service in finding alternative means of transportation if necessary. We appreciate the efforts of NCTCOG to assist in this matter.

Thank you again for your ongoing support, and I look forward to continued dialogue.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric Ellwanger", with a large, stylized flourish at the end.

Eric Ellwanger
Assistant City Manager



Texas Department of Transportation

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

November 12, 2015

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

ORIGINAL

Dear Mr. Morris:

The Texas Department of Transportation (TxDOT) would like to take the opportunity to remind Texas Metropolitan Planning Organizations (MPOs) of TxDOT's goals for the use of Transportation Development Credits (TDCs). Specifically, the goals of the TDC Program are:

1. To maximize the use of available federal funds, particularly in situations in which federal funds otherwise would be unused because of the inability to provide the non-federal share;
2. To increase the availability of state and local funds that otherwise would be used as the non-federal share, so that:
 - a. A limited number of priority projects may be funded without federal funds, in an effort to streamline project delivery;
 - b. A limited number of priority projects that are not eligible for federal funding may be supported from state or local funds; and
 - c. Available federal transit funds may be used that otherwise would be unused because of the inability to provide the non-federal share or to allow funds that would be used as the non-federal share to be used for other transit projects;
3. To support public transit; and
4. To further any other stated goals of the commission or the metropolitan planning organization responsible for awarding credits.

Please ensure the use of TDCs by your MPO is aligned with the above-mentioned goals. In particular, if TDCs are used to off-set the need for a non-federal match and the state and local funds are not preserved for transportation projects, the use of TDCs fails to address the second goal of increasing the availability of state and local funds. Please provide a copy of your approved policy for the evaluation of applications and award of TDCs to Peggy Thurin by December 1, 2015.

Should you have any questions or need additional information, please contact Peggy Thurin at (512) 486-5024.

Sincerely,

Marc D. Williams, P.E.
Interim Deputy Executive Director

RECEIVED

NOV 24 2015

TRANSPORTATION

cc: James W. Koch, P.E., Transportation Planning & Programming Division Director
Jack Foster, P.E., Transportation Planning & Programming Division Deputy Director
Peggy Thurin, P.E., Transportation Planning & Programming Division Section Director



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

November 24, 2015

The Honorable Sarah Feinberg
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Administrator Feinberg:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to congratulate you on being confirmed as Administrator of the Federal Railroad Administration. An RTC membership roster is enclosed.

The RTC and North Central Texas Council of Governments' (NCTCOG) Transportation Department work to plan coordinated transportation systems that improve mobility and safety, as well as meet the air quality needs for the Dallas-Fort Worth area. We are available to provide you with information about freight and passenger rail issues in the North Texas region, upon your request, and look forward to working with you.

Again, congratulations and thank you for your leadership on transportation issues. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG, at mmorris@nctcog.org or (817) 695-9241.

Sincerely,

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

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

RH:ch
Enclosure

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

City aims to reduce truck traffic on Main Street

11/1/2015

By Dustin L. Dangli

The Star-Telegram

There may be fewer trucks plowing down Main Street.

City staff members are preparing a plan to alter Mansfield's truck routes, prohibiting big trucks from using a portion of Business 287 from Mouser Way to Industrial Boulevard.

Hip Together owner Kara Coley said the move is a step toward creating a place for people to shop, walk and hang out.

"It's great mainly because it doesn't feel like a place you want to stroll with your kids when these 18-wheelers are barreling down," she said. "It gives you that unsafe feeling."

Today trucks are allowed to drive down the corridor the city recently took ownership of from the Texas Department of Transportation.

David Boski, Mansfield project engineer, said a major reason the city took back the two miles from the state department was to help make the downtown area more pedestrian friendly.

He said data from September 2013 showed 800 trucks a day in the downtown area. He added the change should reduce that daily traffic count to 200 or less.

The truck route change prohibits box trucks and 18-wheelers from using that part of the road unless making a delivery along the Main Street corridor or if there are no alternative routes to their destination.

"It's preventing through traffic," he said.

Boski said many trucks take that route to get to the city's industrial district or to pass through the city.

Some business owners in downtown Mansfield said reducing the number of trucks should also reduce the amount of noise pollution and could attract more people to visit.

Tanya Jefferson, Frosted Pink Cake Company owner, said she doesn't feel the route alteration will have an impact on her business. She said drivers won't follow the new route, citing issues with trucks on Broad Street and people who do not follow the 35 mile-per-hour speed limit already in place.

"That's the same on Broad and they don't enforce it," she said.

The changes will be brought to the City Council in an upcoming meeting and will need three readings to pass.

Boski said the change could go into effect in a couple months once approved by the council.

City staff is working on alternative routes right now that will be part of the presentation to council. He added one concern is trucks making a tight 180-degree turn when Business 287 comes to FM 157 near Legacy High School.

Dustin L. Dangli, 817-390-7770 Twitter: @dustindangli

Column: Cars vs. Bikes vs. Pedestrians

In the modern urban landscape—which includes more people, more cars, and, in recent years, more bikes than ever before—can there be any good answer to the question of who, if anyone, is in the right?

The New Yorker

November 5, 2015

By [Maria Konnikova](#)

We've all been there. You're walking down the sidewalk, minding your own business, when, hurtling toward you, threatening public peace, safety, and sanity, is that horror of all horrors: a bicyclist. Bicycling on the sidewalk is illegal in New York—not to mention dangerous!—and your sense of righteous indignation grows and doesn't subside until you speak your mind, profanely. Of course, the same scenario can unfold from a different angle. You can be biking along peacefully, following the rules (hello, bike lane!) when, out of nowhere, against the light, a pedestrian walks blithely into the street, with no regard for the rules or your safety. You swerve; cue the expletives. Or you can be driving when a cyclist or pedestrian dashes across an intersection against the light, showing an obvious contempt for your right of way. (Can you get a ticket for that?) Unprintable words follow.

The moral of the story, in all three cases, is the same. Whichever mode of transportation you currently happen to be using—whether you're the pedestrian, the cyclist, or the driver—you are correct, no matter the scenario. Everyone else is in your way, wrong, annoying, and otherwise a terrible human being.

The fight for the streets is, presumably, as old as the streets. From the moment the first horse and buggy hit the London pavement, hansom drivers and startled pedestrians likely had words. But why does this particular drama play out as it does? And in the modern urban landscape—which includes more people, more cars, and, in recent years, more bikes than ever before—can there be any good answer to the question of who, if anyone, is in the right?

From urban design to interpersonal psychology, a number of factors shape how we experience these vehicular encounters. In his history of bicycling and the politics surrounding it, "[One Less Car: Bicycling and the Politics of Automobility](#)," Zack Furness points out that, almost as soon as automobiles were invented, they became the focal point of urban development: for over a century, cities have been planned around thoroughfares, and cars have been their reigning kings. But automobiles don't rule only because they're convenient; they also confer social cachet. From the Model T onward, cars have conveyed a level of power and prestige that's beyond the reach of other modes of transportation. As the *Times* put it, in 1922, "As a rule, automobility implies higher individual power, better economic distribution and a potentially higher social state."

Cars, in short, are status symbols. Just as owning a bike conveys autonomy upon a ten-year-old—you can ride to your friend's house even in the absence of a willing parental chauffeur—so, too, does having a car convey freedom and power upon the first-time car-owner. A car shows that you've accomplished something. You may not be able to own a home, but you can own this one thing, which will take you anywhere you want to go. It's a feeling of pride mixed with an air of open possibility. Think back to the swagger of the seventies classic *Grease*: everything you are hinges on your automobile.

For drivers, that sense of proprietorship can lead to a feeling of conscious or unconscious entitlement: I deserve to own the streets because of what I've achieved, both fiscally (I can afford this car) and symbolically (I'm in a big metallic monster that can—metaphorically, of course—crush you). As the Lancaster University sociologists Mimi Sheller and John Urry [point out](#), cars cast their drivers in a role of “disciplining and domination” in a way that other modes of transportation, such as walking or bicycling, do not. As drivers, we always have the right of way because we are bigger and better. It's survival of the fittest.

Power, however, isn't the only source for feelings of entitlement. There's also precedence, a sense of *I got here first* that translates into *it's my right of way*. Precedence-based reasoning is everywhere in life. We expect that no one will cut us in line, and we feel cheated when a person arrives to join someone ahead of us in the queue. We think we should earn more than a new hire; we believe that seniority in a group should be respected, and get mad when our status is usurped by an upstart. So it goes when it comes to the feeling of owning the road: precedence comes first.

Technically, that logic means that pedestrians are always right, since walking is how we got around for millennia. But, practically, that precedence doesn't count for much. As Antonia Malchik argued in an [essay](#) in *Aeon* this summer, in the United States, city culture positioned walkers as newcomers almost right from the start. “Jaywalking,” she writes, “was once a semi-derogatory term referring to country bumpkins, or ‘jays,’ who inefficiently meandered around American cities; by the 1920s, the term was being used to transfer blame for accidents from motorists to pedestrians.” Walking may have come before driving, but alternative modes of urban transport—horses, buggies, trams, sleighs, cars—have cut in line. In fact, the first urban planning centered on pedestrians and bicyclists didn't happen until the nineteen-sixties, when people like Lewis Mumford and Jane Jacobs began to push back against auto-centric planning. In cities like New York, ubiquitous bike lanes are a relatively young phenomenon, and the pedestrian islands that now dot Manhattan are products of the Bloomberg administration. In Los Angeles, major bike lane expansions were only approved [this year](#).

In terms of social cachet and temporal precedence, bicyclists are worse off than everyone else. They lose to the precedence game to pedestrians, who can say—even if no one cares—that they got there first. At the same time, bicycles lack the weight and status of automobiles. Cyclists are marginalized practically, too: bike on the road and you're in the realm of the car; on the sidewalk, you're in the realm of the pedestrian. Walking is a human ability; driving is an urban right. Bicycling is neither.

Bicyclists, of course, can marshal different arguments that give them the advantage. One factor can overwhelm precedence and power: critical mass. Think of those moments when an errant pedestrian or cyclist crosses against the light only to be followed by a wave of compatriots. Against one, you can honk; faced with a mass, you must wait. As more and more people bike—a trend that's growing worldwide, in part because of the rise of bike-sharing programs—bicyclists achieve through sheer numbers what their lack of power and precedence has denied them. (In 2006, Ben McGrath wrote about [the rising popularity](#) of bicycling in New York.)

And bicyclists have a new argument on their side: moral rectitude, with its corresponding sense of entitlement. Who are you, they ask, to be driving a clunker and killing the environment? I am making the morally superior choice when I get on my bike; I am *de facto* in the right because I am the better (and fitter) human being. As an argument, it's hard to

resist—especially since, from the moment we invoke moral arguments, we tend to ignore other kinds of reasoning that earlier we found appealing.

Drawing on these arguments about power, precedence, and morality—and, also, through sheer numbers—pedestrians, drivers, and bicyclists all make strong claims to the streets. And yet the picture is even more complex, because almost no one is exclusively a walker, a cyclist, or a driver. We shift from role to role, and with those changes comes a shift in our vantage point.

There is, therefore, another, and perhaps more fundamental, source for our sense of vehicular entitlement: egocentricity. We all experience the world from our own point of view, and find it exceedingly difficult to move away from that selfish anchor. (Psychologists call this our [egocentric bias](#).) Who we are colors what and how we see, and who we are changes depending on our mode of transportation. When we walk, we're pedestrians. When we're in a car, we're drivers. When we bike, we're cyclists. And whoever we are at the moment, we feel that we are deserving of priority.

When it comes to in-the-moment judgment, we don't think abstractly, in terms of rules or laws or even common sense. We think concretely, in terms of our own personal needs at that very moment. It takes a big, [effortful leap](#) to tear ourselves out of that mode and accept someone else's argument—and it's an effort we don't often make unless we're specifically prompted to do so. And so, in some sense, it doesn't matter who came first, or who's the most powerful, or who's best for the environment, or what the rules might say. What matters is what we, personally, happen to be doing. It's hard to remind ourselves that we all play interchangeable roles within the urban landscape. In the end, it's the role we're in right now that matters. The never-ending war between bicyclists, drivers, and pedestrians reflects a basic, and often wrong, mental shortcut, upon which we all too often rely: Who is in the right? I am.

<http://www.newyorker.com/science/maria-konnikova/cars-vs-bikes-vs-pedestrians>

Central Expressway's loathed carpool lanes could open up to everyone



Brandon Formby Follow @brandonformby Email
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Published: November 12, 2015 4:29 pm

(This post has been updated throughout.)

North Texas transportation officials are pursuing a plan to open up Central Expressway's controversial carpool lanes to all drivers. But the idea comes with some key caveats.

Federal highway officials would have to approve the plan. The idea would also only be interim way to increase capacity on the major corridor. It wouldn't preclude adding toll lanes in the future. And even if everything works out, nothing is going to happen until after another construction project forces the lanes to sit unused for three years.

North Central Texas Council of Governments transportation director Michael Morris said Thursday that officials want to open the lanes, one in each direction between McDermott Drive and LBJ Freeway, to all drivers during rush hour. But doing so will require them to be converted back into inside shoulders during off-peak times. That means not even carpoolers could use them outside of rush hour.

The lanes have been controversial since they opened. One reason is that they are underutilized. Another is that there are no entrances and exits for a lengthy stretch between Dallas and Plano.

"They've never been heavily used since it was created, so let's try something else" said Collin County commissioner Duncan Webb.

Meanwhile, things on Central are likely to get somewhat worse in the near future. The Texas Department of Transportation plans to close the carpool lanes from 2016 to

2019 as it renovates an area of Central Expressway around the highway's intersection with President George Bush Turnpike. That project will include changing Central's entrance and exit ramps to and from the turnpike, Renner Road, Plano Parkway and 15th Street.

The transportation agency needs the additional space the carpool lanes will provide before they can be opened up to everyone.

"We just can't make it work while we need the space," said TxDOT spokesman Tony Hartzel.

The interior highway lanes were originally designed as shoulders when Central was rebuilt in the 1990s. Federal highway officials later allowed them to be turned into carpool lanes, which goes against normal design practice, because such a use could improve congestion and air quality.

Allowing shoulders to be used by all traffic during rush hour can also garner federal approval under that same concept. Shoulders on a portion of State Highway 161 in Irving were the first in Texas to be converted into general purpose lanes during rush hour earlier this year.

The Regional Transportation Council, which gives direction to NCTCOG, had originally planned to turn the carpool lanes into tolled managed lanes. But several Collin County officials successfully fought back against that plan last year. Webb, who is also an RTC member, was among those who opposed the tolling idea. So was State Rep. Scott Sanford, R-McKinney.

"The initial part of this idea sounds pretty smart," Sanford said.

Still, Morris also said that tolling at least a portion of Central later is not out of the question. As Collin County continues to grow, congestion on the highway is expected to also increase. The portion of Central between President George Bush Turnpike and LBJ is the ninth most congested highway corridor in North Texas and the 21st worst in the state, according to a state study released this week.

While transportation officials expect to expand in the future, they haven't yet identified how to pay for what will certainly be a costly project.

"It gives us short-term benefits, but not a lot of money," Morris said of the interim conversion.

Webb said that Collin County commissioners plan to hire a consultant to work with them, the RTC, the Texas Department of Transportation and cities along the route to devise a long-term plan of what they want an expanded Central Expressway to look like.

From there, Webb said, officials plan to figure out a way to pay for the project. Sanford hopes toll lanes aren't added. Voters have twice agreed to send billions to TxDOT for highway projects, but those funds can't be used on projects with tolling components.

"I would think planners would look at that and say no to tolls because you'd want state funding," Sanford said.

But RTC members learned Thursday that one of those streams of revenues is falling short of predictions because it comes directly from taxes on declining oil and gas production. TxDOT officials said North Texas' share of those revenues will fall from an expected \$264 million to \$131 million in 2017.

In all, the RTC is expected to have about \$109 billion to spend on transportation projects across all of North Texas over the next 25 years. Given the region's expected sprawl and high cost of major highway projects, Webb said that number is relatively small when it is spread out over decades.

"That was a terrifying number from my perspective," he said.

Traffic help: DFW Connector ramps open in Grapevine
11/11/2015
Fort Worth Star-Telegram
Gordon Dickson

Driving through Grapevine has become a piece of cake for many motorists since the completion of the \$1 billion DFW Connector project two years ago.

But for drivers already in Grapevine, just trying to get onto the highways in the Texas 114/121/360 corridor, the relief has been measured.

A pretty significant step toward fixing that problem was accomplished Thursday, when city officials celebrated the opening of a pair of new on-ramps connecting southbound William D. Tate Avenue to Texas 121 and Texas 360.

The ramps will make it easier for Grapevine motorists to head south on Texas 121 toward Bedford, Hurst and downtown Fort Worth, or on Texas 360 to Euless, Irving or Arlington.

The ramps were supposed to be part of the \$1 billion DFW Connector project, but were cut at the last moment in an attempt to rein in construction costs, a Grapevine councilwoman said.

"Our mayor and council were under a lot of pressure from our own citizens and from people passing through Grapevine to get something done," Councilwoman Sharron Spencer said, just before about two dozen local dignitaries got in their personal vehicles and took a celebratory drive on the new ramp.

Once the procession had passed about 2 p.m. Thursday, workers from the contractor, NorthGate Constructors, removed orange barrels and permanently opened the new ramps to the public.

Spencer and other city officials credited Victor Vandergriff of Arlington, who serves on the Texas Transportation Commission, with pulling strings in Austin to provide the \$17 million to get the ramps built.

The money came from the five-person commission's discretionary account, Texas Department of Transportation spokesman Tony Hartzel said.

Motorists wishing to use either ramp can now take a single exit off William D. Tate Avenue, not far from Skate Town. The single ramp then splits into two, with Texas 360 traffic going left and Texas 121 traffic remaining right.

Another Grapevine councilman, Chris Coy, joked that he wasn't sure NorthGate crews would get the project done in time for Thursday's ribbon-cutting, especially considering that the region experienced an unusually wet spring.

"People were out here working 24/7 and despite a little bit of rain they just kept going," Coy said.

Councilwoman Duff O'Dell quipped: "I was worried about you. Last night I came by here about 8:30 and the convoy was still working. But you did it."

These new ramps will allow drivers to bypass the Stone Myers Parkway intersection, NorthGate spokeswoman Kristen Stieg said.

Gordon Dickson: ,

Texas officials cancel transit agency's Medicaid contract, launch fraud investigation

By VALERIE WIGGLESWORTH [Follow @vlwigg vwigglesworth@dallasnews.com](#)

Staff Writer

Published: 12 November 2015 10:41 PM

Updated: 12 November 2015 11:21 PM

State officials canceled their multimillion-dollar Medicaid contract with financially troubled TAPS Public Transit on Thursday and launched an investigation into the possibility of fraud.

Sherman-based Texoma Area Paratransit System won the three-year contract in July 2014 to provide non-emergency medical trips to Medicaid recipients in a 16-county area, including Collin County. The service is in addition to its mission of providing on-demand and fixed-route bus service in a seven-county area.

TAPS had created a separate unit for the Medicaid contract called TAPS Access, which worked with multiple subcontractors to provide the rides. But the handling of those subcontracts has recently come into question.

Payment is based on the number of trips provided. In the fiscal year that ended in September, TAPS received an average of \$480,000 per month under the state contract, officials said.

The Texas Health and Human Services Commission said in a letter to TAPS that the magnitude and severity of the contract deficiencies could not be fixed. The commission's Office of Inspector General is investigating whether there is any fraud related to the Medicaid contract, according a TAPS news release.

TAPS officials said they could not comment further, citing the investigation.

The canceled contract prompted the immediate layoff of 58 employees, including drivers and call center agents.

The trips are being rerouted to other providers, and Medicaid clients should see no interruption in service.

The canceled contract is the latest blow to TAPS, which has struggled financially in recent months due to mismanagement and overspending of its budget. Longtime executive director Brad Underwood resigned in September.

TAPS has a long list of overdue bills. Most urgent is the more than \$1 million in unpaid payroll tax withholdings owed to the Internal Revenue Service. TAPS has also parked about half of its fleet of 144 vehicles because it cannot afford repairs. And because of cash flow problems, TAPS could only afford to pay employees for half of the hours they worked in the most recent pay period.

Last year, TAPS heralded its landing of the state Medicaid contract. Underwood said in a news release that it was a “game-changer” that would make TAPS the state’s largest public transportation agency of its kind.

The letter to TAPS from Chief Deputy Executive Commissioner Charles Smith cited multiple contract breaches. It stated that TAPS failed to comply with the contract reporting requirements, failed to pay subcontractors in a timely way, and failed to pay individual transportation participants, who get reimbursed for rides they provide. The letter also noted that TAPS did not maintain the financial integrity and solvency required to provide services.

Money owed to TAPS for the most recent month of service would be used instead to pay any outstanding debts related to the Medicaid service, according to TAPS.

TAPS officials have been working to cut spending and reduce bus service to better align with its limited funds. Most affected will be Collin and Grayson counties, which accounted for more than 75 percent of the rides provided by TAPS last fiscal year.

The next round of service cuts are expected to be detailed at the TAPS board meeting on Friday in Sherman.

On Twitter:

[@vlwigg](https://twitter.com/vlwigg)

Cornelius, Davidson mayors flying to Texas, to see toll lanes project

Mayors to pay for their flights, other expenses

N.C. DOT officials also on the trip

Delegation to meet with business leaders, Cintra officials

By Joe Marusak

jmarusak@charlotteobserver.com

The mayors of Davidson and Cornelius are flying to Texas this week to see [toll lanes](#) that were built and managed by the same company adding Interstate 77 toll lanes from Charlotte to Mooresville.

Cornelius Mayor [Chuck Travis](#) said he and Davidson Mayor [John Woods](#) will be joined on the trip to Dallas by [Walt Gray](#), chief deputy secretary of the [N.C. Department of Transportation](#), and [Beau Memory](#), executive director of the [N.C. Turnpike Authority](#).

While in Dallas, the group will meet with Cintra officials and local Chamber of Commerce leaders, elected officials and business owners regarding the 17-mile LBJ Express project. “This is a fact-finding mission for information sharing and forecasting that we can report back to our community,” Travis said.

The trip has been planned for several months, Travis said, and the mayors are paying for their own travel. He said “no expenses will be paid by taxpayers’ dollars or [Cintra](#),” the Spain-based contractor building and managing the I-77 lanes.

“John and I will pay for all of our travel costs individually, and we will have records to share if requested,” Travis said in a [news release](#).

Mooresville Mayor Miles Atkins originally planned to go on the trip, but changed his mind.

“We need a solution for the congestion on I-77. We need to understand what are the true and available options,” Atkins said in an email to the Observer. “However, given the current and heightened debate over this

issue I feel in fairness to the citizens I represent, this is a trip I should not take because it could have the appearance of a conflict. I will continue to seek out the facts surrounding the I-77 project options,” Atkins said.

Work on the I-77 lanes started in north Mecklenburg on Monday. The 26-mile project from the Brookshire Freeway in Charlotte to exit 36 in Mooresville is expected to open in 2018.

Travis said he looks forward to participating in an [I-77 Summit](#) that state Rep. Charles Jeter, R-Huntersville, and state Sen. Jeff Tarte, R-Cornelius, will hold in Cornelius on Monday.

“My position is simple, our interstate is broken and must be fixed,” Travis said.

But canceling the contract “will have significant financial penalties as well as timing issues that will impact our region for years to come,” he said. “I hope the summit will provide the opportunity to fully explore and understand these concerns.”

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Read more here: <http://www.charlotteobserver.com/news/local/article45220224.html#storylink=cpy>

DART, DCTA could temporarily fill void left by TAPS cuts in Collin, other counties



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Published: November 17, 2015 6:30 am

Two North Texas transit agencies could temporarily provide some transportation services that were cut in Collin and other counties last week by a beleaguered transportation company.

Dallas Area Rapid Transit and Denton County Transportation Authority could pick up some service cut amid growing funding and operational problems by Sherman-based Texoma Area Paratransit System.

TAPS officials [shuttered several fixed bus routes](#) and are capping the number of on-demand rides provided in North Texas counties. State officials last week [canceled a Medicaid contract](#) with the company and launched a fraud investigation. TAPS has also had trouble meeting its payroll commitments.

North Central Texas Council of Governments transportation Director Michael Morris said if DART and DCTA agree to help stranded TAPS riders, he will attempt to sell his organization on funding the temporary operations. DART officials are scheduled to vote on the matter Tuesday night, though it could be weeks before any cut routes are replaced.

The cities of McKinney and Frisco are also looking at alternatives in the wake of significant service cuts by TAPS. City council members will consider options at their respective meetings on Tuesday.

Vice President Joe Biden: North Texas can lead the way in high speed rail

11/17/2015

Fort Worth Star-Telegram

By Anna M. Tinsley

The Star-Telegram

Vice President Joe Biden believes North Texas -- with its plans to be part of a high speed rail line to Houston -- will lead the nation in 21st century infrastructure.

Plans to launch bullet train between Dallas and Houston, which could cut a four or five hour drive down to 90 minutes, impressed Biden so much that he made his way to Dallas on Wednesday.

"Ten years from now, you will look back on the risk you took," Biden told about 100 supporters gathered on the rooftop at the South Side on Lamar. "Mark my words, when they see a train going 200 plus miles per hour that's clean, on time and functional, you're going to see the rest of the country and our Republican friends ... say, 'Why don't we have that?'"

"You're going to lead this country into an entire new era of transportation," he said. "I hope you invite me back because I plan on riding this sucker."

Biden's visit Wednesday was part of a three-stop Texas swing that began in Houston, where he spoke with Mayor Annise Parker about infrastructure. After his nearly hour-long stop in Dallas, Biden was on his way to San Antonio to attend a Democratic National Committee event.

Dallas Mayor Michael S. Rawlings told the vice president that he and Fort Worth Mayor Betsy Price were excited to have him in North Texas.

The backdrop for Wednesday's speech, he said, was the proposed site for where high speed rail from Dallas to Houston "will roll in 2021."

While plans seem in place for this Dallas rail service, which will include the use of private funds, it is expected to lead to more opportunities for rail in Tarrant County.

"DFW is very creative and inventive," said Victor Vandergriff, of Arlington, who serves on the Texas Transportation Commission and attended Biden's speech. "If the private sector effort is done (in Dallas), I think that will create opportunity people will take advantage of" in Tarrant County.

Price helped welcome Biden but had to leave before his speech in order to catch a flight to Washington, D.C.

"He was very interested in Fort Worth and Dallas as a region and I talked to him about how important it is that cities and the feds work closely since we are close to the citizens," she said. "He said he was impressed that a conservative mayor from Fort Worth and a liberal mayor from Dallas worked so closely together on issues for the region."

North Texas rail

A proposal is at hand in Dallas to develop a train similar to one in Japan that connects Osaka and Tokyo. A private company in Dallas, Texas Central Partners, would develop the high speed link in Texas.

"Behind us is the proposed site for where Dallas-Houston high speed rail will roll in 2021," Rawlings told Biden. "Once we get that, we will head on over to Fort Worth as well."

Biden said this project could bring 10,000 temporary jobs over the next four years and pump \$80 million into the economy.

Earlier this year, the Regional Transportation Council agreed to pay millions through 2018 to continue planning efforts for a proposed bullet train system that would connect Fort Worth, Arlington and Dallas.

Studying the issue of bullet trains should be in the final stages by the time state lawmakers head back to work in 2017.

If all goes well, the effort to connect Tarrant County to Houston by high-speed rail could be a reality in the next decade, officials have said.

Bad word?

The vice president, who last month decided not to pursue a presidential bid, visited North Texas one day after leading Democratic presidential candidate Hillary Clinton spoke to supporters.

On Wednesday, Biden said it has been tough to get an infrastructure bill passed in Congress since Democrats lost control.

"I don't know what got into my Republican friends," he said. "Now, somehow, infrastructure is a bad word. Rail is more than about getting from point A to point B. It's about opportunity."

He said the country needs more than \$3 trillion dollars just to keep pace with the country's infrastructure needs.

"Without investing in the infrastructure in the United States ... how are we going to lead the 21st century?"

Agency derails vision of Texas bullet train linking downtowns

WFAA and KHOU 3:12 p.m. CST November 21, 2015

Days before Vice President Joe Biden **praised the proposed bullet train between Dallas and Houston** earlier this week, the project hit a setback.

The Federal Railroad Administration ruled the high-speed passenger service will not go directly to downtown Houston as Texas Central Railroad had planned.

The government agency said in its report released November 6 that the route would have too much environmental impact and would make the privately-funded project too expensive.

As a result, the high-speed trains racing from Dallas would pull into a station somewhere around Northwest Mall in Houston, according to a scenario detailed in an analysis from federal transportation officials.

The FRA's study eliminates two routes from consideration that would have taken the tracks into downtown Houston.

The agency concluded both of the downtown terminal plans were too expensive to merit any further consideration.

Both of those plans would have taken the tracks through problematic sites like the Heights Boulevard esplanade, the Cottage Grove subdivision and four city parks.

"It shouldn't be much of a surprise," said Robert Eckels, the former Harris County judge who's now president of **Texas Central Railway**. "It's a good station for us and it's an access point for The Galleria and downtown."

Downtown boosters voiced disappointment with the report and expressed hope that the line could still somehow end up in the central business district.

"Well, I hope this is not over yet, because we very much want it to come into downtown," said Bob Eury, executive director of the Downtown District. "I think it's the right thing for the community."

The privately funded rail plan would use Japanese high-speed trains to move passengers between Houston and Dallas in less than two hours.

The Federal Railroad Administration has issued a report indicating the area around the I-610, US 290 interchange is the most likely site for a high-speed rail terminal.

Ticket prices would be comparable to airline fares, company officials said.

The project must jump a series of hurdles before becoming a reality, perhaps most significantly the acquisition of land between Houston and Dallas.

Opponents, especially in rural areas along the route, have vowed to block efforts to buy the land. But the railroad group has the power to invoke eminent domain and force landowners to sell.

The company hopes to have its trains running as early as the end of 2021.

WFAA reporter Jason Whitely in Dallas and KHOU reporter Doug Miller in Houston contributed to this report

Oak Cliff Residents Want To See Neighborhoods Reconnected

November 23, 2015 4:04 PM By Jennifer Lindgren

DALLAS (CBSDFW.COM) – Where most people would see nothing but construction and traffic, some Oak Cliff residents see an opportunity.

TxDOT's Southern Gateway project will add main lanes to I-35 E and managed HOV lanes south of Downtown Dallas.

The project will eventually extend south through four cities, and total \$2 billion dollars.

Right now, construction is still over a year away, but residents who live in communities impacted by the project are hoping to influence the design.

“Some of the main things we'd like to see would be to help with the noise issues in the neighborhoods that are nearby. Things that connect the neighborhoods instead of dividing them, like the first iteration of the freeway did,” said Paull Carden.

Carden is the chair of a citizen task force appointed by Senator Royce West last March.

When RL Thornton Freeway was built in the late 1950s and early 1960s, it carved through Oak Cliff, forcing people who lived in its path to move, cutting the community in two.

Carden says the bridges that pass over I-35E today are more car friendly than pedestrian and bicycle friendly.

“There are neighborhoods here where people used to walk across the street to visit each other. Now they have to drive or take a very long route around,” said Carden.

For the last several months, the citizen task force has asked the community to weigh in on what they'd like to see in the design of the Southern Gateway project, and presented those ideas to TxDOT in public meetings.

Raymond Crawford, of the Old Oak Cliff Conservation League, is an Oak Cliff native. He says it has long been a hope that an opportunity would come along with the possibility to reconnect the two sides of the neighborhood.

“I think it became acceptable that nothing would ever change and it really fell off everyone's radar. It just popped up on everyone's radar recently, and when it did, we saw an opportunity to support a project,” said Crawford.

Walkability and bridging the two sides of the neighborhood are primary interests.

“We’re not trying to fight the freeway being built in the first place, we’re trying to make sure that it is built in a way that is conducive to the neighborhood,” said Carden.

Two models of interest: Klyde Warren Park in Dallas, which connects over Woodall Rogers with greenspace; and the below-grade expansion of Central Expressway, which lowered lanes to reduce noise.

“This project would be a great opportunity to bring together both sides of Oak Cliff to have leisure activities, to have greater mobility, a place for people to gather and to get to know each other,” said Crawford.

A park similar to Klyde Warren would take public-private partnership, but members of the task force say they feel TxDOT is listening, and carefully considering neighbors’ concerns.

TxDOT is expected to finalize the design for the Southern Gateway in 2016. At least one public meeting will be held before that happens.

Column: What if bullet trains frighten the cows and there's no milk?

Nov. 24, 2015
By Julian Read
Special to the Star-Telegram

The newspapers report that Vice President Joe Biden supports the latest effort to bring high-speed rail service between Dallas and Houston being pursued by Texas Central Partners.

The same edition contained the age-old story of Texas rural landowners opposed to the project.

So what's new?

I personally have seen this movie before.

Former Texas Lt. Gov. Ben Barnes headed up a more ambitious effort to bring such service to four Texas cities back in 1989 in conjunction with a French railway giant

Like the Dallas venture, it was to be privately financed.

Dubbed the TGV Supertrain, it would also have included Austin and San Antonio in the system, along with Dallas and Houston, thus covering a much wider swath of right of way.

Predictably, aroused landowners rose up in anger over the invasion of their property.

That opposition was aided and abetted by Southwest Airlines, which feared the coming competition.

The anti forces played effectively on concerns of rural residents along the routes as they raised the specter of all sorts of dark consequences from the insidious trains.

One narrative warned that milk cows along the routes would be so alarmed that they would stop giving milk.

I had a ringside seat in that battle.

Our public relations firm, Read-Poland Associates, handled communications for the project, working under San Antonio business executive Glenn Biggs, who took over as CEO in 1991.

We had our hands full responding to a stream of misrepresentation and unfounded claims of the opposition.

I personally became involved in combating the milk cows scare.

I traveled to France and rode a TGV train through a picturesque rural area south on Paris to check out claims of their distress.

I returned with photographs of herds of cows serenely munching grass only yards from the speeding train, without even turning their heads.

As part of our effort to overcome opposition, we staged 35 community meetings along the routes to correct misinformation and answer questions about the project.

Regretfully, fears stoked by the opposition prevailed.

The death knell came when primary finance partner Morrison Knudsen pulled the funding plug in the face of a looming payment milestone required by the Texas High Speed Rail Authority.

Thus Texas lost the opportunity of a lifetime to have a transportation alternative to today's jammed and treacherous highways.

The enormity of that loss can be illustrated by looking at the estimated cost of that visionary effort compared to that of today's new more modest plan.

The projected cost of the 1990s Supertrain system — serving Dallas-Fort Worth, Houston, San Antonio and Austin — totaled \$5 billion.

By contrast, backers of the proposed new high-speed rail project a cost estimate of \$10 billion for a Dallas-Houston line alone.

But good luck, Texas Central Partners! And look out for those cows and their owners.

Julian Read, a Fort Worth native and Austin resident, is the retired chairman of Cohn & Wolfe Texas. His preceding company, Read-Poland Associates, represented Texas TGV. He wrote this for the TexasOffTheRecord blog.

<http://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article46323925.html>

Finances in disarray as TAPS transit service may owe state \$1.7M

By VALERIE WIGGLESWORTH [Follow @vlwigg](#) vwigglesworth@dallasnews.com
Staff Writer

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SHERMAN — The bit of good news TAPS Public Transit shared about its progress Tuesday was overshadowed by a draft state audit revealing major flaws and more potential liabilities for the agency.

The Department of Transportation audit pointed out in detail what is quickly becoming a common refrain: Financial records for the struggling Sherman-based transit agency are a mess.

The audit found that TAPS should reimburse the state \$930,619, much of it because the agency didn't have any supporting documents. Auditors identified another \$800,078 in noncompliant transactions that TAPS might be required to repay the state.

Those amounts are in addition to the estimated \$4 million TAPS already owes to a long list of entities.

Frustrations ran high at Tuesday's board meeting as members sought answers about how to proceed. Officials want to restore bus service that has been severely scaled back in the wake of mounting financial troubles.

At one point the board voted to retain a Tyler attorney who showed up at vice chairman Bill Magers' request. Bennett White agreed to counsel the board for free. But the board members couldn't agree whether the meeting's posted agenda would legally allow them to go into closed session to get advice. They ended up not consulting at all with him.

"The frustration level is at an all-time high," interim CEO and executive director Tim Patton said after the meeting.

But he agreed the board should be asking hard questions after everything that has come to light.

Most of the agency's current troubles have been blamed on misinformation and mismanagement. The agency also provided levels of service well beyond what it could afford.

Earlier this month, the Texas Health and Human Services Commission canceled its three-year, multimillion-dollar Medicaid contract after only one year. Its Office of Inspector General is investigating for possible fraud.

Signs of trouble had been accumulating for some time, though board members were left in the dark until recently.

Patton said that in the past, TAPS had rejected offers for help from other agencies. But not anymore. Several entities are providing advice and assistance.

The North Central Texas Council of Governments, for example, is paying for two financial consultants, who started last week. They are looking for expenses that can be easily reimbursed and filing the paperwork. Their larger job will be rebuilding the agency's financial records for the last two years.

NCTCOG's Jessie Huddleston said the big question remains: Where did all TAPS' money go?

Left unresolved Tuesday is whether McKinney and Collin County should continue to have seats on the board.

The McKinney City Council voted last week to end its contract unless TAPS could fulfill its agreement to provide service. The Frisco City Council voted to let its year-long contract with TAPS expire. Both cities are looking for service elsewhere.

Patton said he received word Tuesday that the city of Allen also will leave if TAPS can't provide service.

Board chairman Chris Hill said some are wrongly blaming Collin County for the transit agency's troubles. TAPS expanded into Collin County in 2013. Hill represents Collin County and its rural communities served by TAPS.

"Collin is better served in TAPS, and TAPS is better served with Collin," he told fellow board members.

The discussion is likely to resume when the board meets again Monday.

Patton told the board that TAPS received enough money this week to complete the second half of payroll that had been due Nov. 6. Hourly employees had been paid for only half the hours worked that period.

None of the TAPS employees have been paid since that date. In the last two weeks, TAPS has laid off 174 employees. Laid-off employees have not received their final checks. Employees who remain are working as volunteers, with no word on when they might get paychecks.

Patton also announced that TAPS had finalized a payment plan that day with the Internal Revenue Service for back payroll taxes. The agreement allows TAPS to once again get access to certain money from the Federal Transit Administration and the Texas Department of Transportation.

TAPS is also cataloging its fleet in hopes of leasing out some vehicles that aren't being used and selling others that are too old to put back into service.

Magers, who represents Grayson County on the board, said a lot has to happen for TAPS to succeed. Progress is coming, albeit slowly.

After Tuesday's board meeting, he said: "We live to breathe another day."

<http://www.dallasnews.com/news/metro/20151124-finances-in-disarray-as-taps-transit-service-may-owe-state-1.7m.ece>

Construction to begin soon for final segment of Lewisville A-train rail trail

Heather Goodwin, hgoodwin@starlocalmedia.com | 0 comments

Construction will soon begin on the final segment of the A-train Rail Trail project in Lewisville and should be complete by late 2016.

The Denton County Transportation Authority (DCTA) received a grant that will fully fund the construction of the second portion, which will run from Old Town Station on East Main Street to the Highland Village/Lewisville Lake Station on Garden Ridge Boulevard. The nearly \$2.4 million grant is awarded from the Texas Department of Transportation (TxDOT) under its Transportation Alternatives Program (TAP). Now, DCTA is awaiting final clearance from TxDOT before proceeding with the completion of the Lewisville hike and bike trail.

“We haven’t bid out the project yet, but we’re hoping to by the early part of next year,” said Anna Mosqueda, DCTA’s chief financial officer. “Construction would then begin as soon as we award the bid.”

Mosqueda said there are national standards for hike and bike trails that DCTA must follow, and the remaining Lewisville trail will follow those same standards. Jacobs Engineering Group was the firm selected for the design and engineering of the entire trail project.

“The look of the trail will be consistent throughout the entire length of the project,” Mosqueda said. “There are some areas of the trail that are specific to that city. For instance in Lewisville we use a green paint at intersections to mark the trail.”

The A-train Rail Trail project is being completed in three phases. Phase one was construction of the Denton Branch Rail Trail. Mosqueda said the 8-mile portion of the trail is complete. It runs from the Euline Brock Downtown Denton Transit Center (DDTC) to Swisher Road in Lake Dallas.

The Lewisville Hike and Bike Trail is phase two of the project. The first portion of the trail from the Hebron Station to Old Town Station was completed earlier this year. Once complete, it will encompass 6.6 miles.

Phase three of the project will connect the other two phases. TxDOT will construct the portion of the 3.5-mile portion of the A-train Rail Trail that will run from Swisher Road in Lake Dallas to Kelton

Road in Hickory Creek, as well as the portion of the trail that will cross Lewisville Lake, as part of the Interstate 35E expansion.

“Once complete, people will be able to walk, run and bike from Denton to Lewisville – the entire 18.1 miles of the trail. It will also connect all of DCTA’s rail stations,” Mosqueda said. “It will provide access to recreational opportunities and other municipally-owned trails and provide a safe, affordable transportation alternative for local travel.”

In the Lewisville area, the rail trail will connect to the 4.2-mile Garden Ridge Trail the city is constructing. It will also connect to Highland Village’s city trail.

DCTA expects to complete its entire 18.1-mile A-train Rail Trail project by late 2017.

Funding for the Lewisville portions of the trail was different from the other two. Both were funded by grants from TxDOT’s TAP program.

“We just finished the portion running from Mill to Hebron, but we received the funding for it in 2013,” Mosqueda said. “We had the design for the trail all the way to Garden Ridge, but we didn’t have all the funding needed until now.”

The first section in Denton was funded as part of the A-train corridor construction. Mosqueda said most of that trail was already in existence, but DCTA had to construct bridges and other connectors.

The middle portion of the trail, from Swisher to Kelton, runs through Lake Cities, which are not DCTA member cities. Mosqueda said DCTA helped the municipality complete a grant application through TxDOT.

“TxDOT will be doing all the work on the 1.5-mile trail,” Mosqueda said. “It is being done as part of the I-35E construction.”

Construction on the rail trail began in Denton in early 2011.

“Receiving this grant is a huge step forward for the completion of our A-train Rail Trail,” said Jim Cline, DCTA president. “This project demonstrates our commitment to all modes of travel, and developing a comprehensive transportation system that improves the environment and overall quality of life for Denton County residents.”

The trail is also part of the North Central Texas Council of Governments’ (NCTCOG) regional Veloweb trail system, a 1,728-mile network of existing and planned trails.

Foxx Expects Highway Bill for Christmas

Bond Buyer 11/25/15 1:47pm ET By Jim Watts

DALLAS -- Transportation Secretary Anthony Foxx said Tuesday that he is optimistic that a multiyear federal highway bill can be signed into law before Christmas and still holds out hope that annual funding levels will be increased by the conference report expected to be released Nov. 30.

"It looks like we may be on the cusp of getting a long-term surface transportation bill done," Foxx told reporters during his regular weekly briefing. "My only admonition is that it be big enough to make a difference in the lives of the American people."

However, Foxx said he would not "declare victory before victory."

"I say 'looks like' because there's still ongoing work by the conferees, and nothing is done until it's done," he said. "There's still a lot of time to screw this up."

The House and Senate conference committee is meeting over the holiday to resolve the differences between the Senate's six-year DRIVE Act (H.R. 22) and the House's amendments to the funding bill.

Conference committee chair Rep. Bill Shuster, R-Pa., said Nov. 18 that the conference report would be ready when lawmakers return Nov. 30 from the Thanksgiving recess. Shuster, who is also chairman of the House Transportation and Infrastructure, is the main sponsor of the House proposal.

The latest 14-day reauthorization of federal funding signed into law by President Obama on Nov. 20 will expire Dec. 4. A 60-day funding reauthorization in late May transferred \$8.1 billion of general revenue into the Highway Trust Fund, which is expected to keep it solvent through at least through the end of 2015.

The House proposal would provide \$261 billion of federal highway funding and \$55 billion for public transit. The Senate bill would allocate \$273.4 billion for highways and \$59.3 billion for transit through fiscal 2021.

Foxx said at least \$400 billion over six years is the minimum level of federal funding needed to expand and maintain the surface transportation network.

"We've got to get away from 'Pothole Nation,'" he said. "We've got to get away from having longer travel times and having the folks that really pay the bills getting less bang for the buck."

Both of the proposed highway bills are fully funded only for the first three years.

The Senate measure includes a variety of revenue offsets to supplement the taxes dedicated to HTF for three years while the House version would dedicate to transportation the Federal Reserve System's current \$29 billion reserve fund, along with any future surplus funds.

Foxx said he remains concerned about the length as well as the annual funding levels in the compromise bill that comes out of the conference committee. Some on the panel said they would prefer a five- or even a three-year bill over the lack of full funding for all six years.

"If you're going to go through the brain damage of a long-term bill, you might as well make it worthwhile," he said. "I think it's a false choice to choose between time and resources."

Meanwhile, Virginia Gov. Terry McAuliffe on Tuesday announced the second expansion of the state's public-private partnership high-occupancy toll lane system in a week.

Transurban, the state's partner in the Interstate-95 HOT system that opened in late 2014 as well as the eight-mile extension along I-395 announced on Nov. 20, will also oversee funding and construction of two additional miles on tolled lanes on I-95, McAuliffe said.

The new HOT lanes on the southern end of the I-95 current system and the eight-mile extension on a northern segment of I-395 will help unplug traffic bottlenecks near Washington, D.C., said Virginia Transportation Secretary Aubrey Layne.

"There is no one magic fix that resolves all problems," Layne said. "It takes a combination of additional capacity, express lanes, and multimodal improvements to move more people efficiently and safely."

Lawmakers Reach Compromise on 5-Year Highway Bill

Measure also renews Export-Import Bank through September 2019

By
Siobhan Hughes
Siobhan Hughes
The Wall Street Journal
Dec. 1, 2015 3:23 p.m. ET

WASHINGTON—Congressional negotiators have agreed to a \$305 billion measure to fund highways and mass-transit projects for five years, the longest in almost two decades—and an unexpected show of agreement after years of clamoring by state transportation officials for money for infrastructure projects.

The measure, unveiled on Tuesday, would also renew the Export-Import Bank through September 2019 and set traffic-safety priorities. It provides money for programs with strong regional constituencies, like buses and ferries. Also for the first time, it sets up a grant program guaranteeing funds for large freight projects, which typically have failed to garner political support because they deliver goods and not people.

House Speaker [Paul Ryan](#) (R., Wis.) said Tuesday that the chamber would take up the bill this week, acting before the current authority for the Highway Trust Fund expires on Friday. The Senate is expected to act shortly after, with leaders readying a short-term bill in case of difficulties meeting the Friday target.

- [Lawmakers Near Deal on Highway-Funding Bill](#) (Nov. 30)
- [Highway Bill Amendment Targets Trucker Pay Suits](#) (Nov. 22)
- [House Passes Highway Bill With Export-Import Bank Renewal](#) (Nov. 5)
- [Lawmakers Under New Pressure to Find Way to Pay for Highway Programs](#) (Oct. 4)

The agreement dodges the larger issue of identifying a long-term source of revenue for the Highway Trust Fund, which is running a shortfall because the value of gas-tax revenue that supports the fund has been eroded by inflation and a shift to more fuel-efficient vehicles.

But the accord is notable for a Congress that has spent years enacting short-term patches. Since 2008, Congress has kept the fund afloat with temporary measures transferring more than \$70 billion from the U.S. Treasury because of an inability to agree on how to generate more money for the fund, such as through raising the gas tax.

In reaching the deal, lawmakers essentially agreed to shift further away from the principle that people who use federal transportation systems should pay for the projects. The move is certain to produce a backlash among outside groups, especially conservative groups who paint the transfer of federal money as a government bailout.

The agreement was made possible when lawmakers identified a collection of [strategies to offset the costs](#). Among other things, the measure would raise revenue by selling oil from the nation's

emergency stockpile and [taking money from a Federal Reserve surplus account](#) that works as a sort of cushion to help the bank pay for potential losses.

The use of revenue from sources outside the transportation arena troubles some [highway groups](#) even though they are “really happy” about the five-year reach of the bill, said Greg Cohen, president and chief executive of the American Highway Users Alliance, a coalition of groups dedicated to transportation programs.

“This program traditionally has been a user-pay program,” Mr. Cohen said. “But the revenue coming in has not kept pace with inflation and with the cost of construction. So they found something, which is great, but it is not a sustainable plan going forward.”

— [Paul Page](#) contributed to this article.

Write to Siobhan Hughes at siobhan.hughes@wsj.com

Toll lanes to Alliance Airport? I-35W expansion may push farther through north Fort Worth

Developer wants to rebuild I-35W from U.S. 287 to Alliance Airport

Negotiations ongoing with Texas Department of Transportation

More orange-barrel pain, but lots of long-term gain for motorists

By Gordon Dickson

gdickson@star-telegram.com

FORT WORTH

The concrete hasn't even been poured yet on portions of Interstate 35W, which is being expanded and modernized to the tune of \$1.6 billion from I-30 near downtown Fort Worth to the U.S. 287 "Decatur cutoff."

But even as that work continues through 2018, the private developer heading up that project is offering to extend the work an additional 8 miles to the north. The result could be two new toll lanes in each direction, as well as rebuilt main lanes and frontage roads, all the way to Eagle Parkway on the north edge of [Alliance Airport](#).

The developer, [North Tarrant Express Mobility Partners](#), has submitted an offer to extend the I-35W expansion and is in negotiations with the [Texas Department of Transportation](#).

Everybody needs to get on the bus and finish this project.

Russell Laughlin, Hillwood Development executive vice president

State officials declined to release specifics of the developer's offer, except to say the project would require no direct appropriation of state highway funds. Instead, the developer would bring in the

money needed to pay for construction, and get reimbursed over several decades by collecting money paid on the managed toll lanes.

Area real estate sources say they're excited about the prospect of the I-35W project expanding farther north. Even though it means more orange barrel madness for motorists in the corridor, possibly through late 2020, the long-term benefit is wide-open driving spaces for future generations.

"It needs to happen. Everybody needs to get on the bus and finish this project," said Russell Laughlin, an executive vice president for [Hillwood Development](#) and longtime president of a transportation advocacy group known as the [35W Coalition](#).

Keeping pace

If the state accepts NTE Mobility Partners' offer, the extension will bring improvements to the corridor years if not decades earlier than previously planned, state officials said.

I-35W expansion would continue through late 2020, if the state agrees to let a developer extend toll lanes to Alliance Airport.

The road work would help Fort Worth and its neighbors keep pace with the almost frenetic residential and commercial growth in the city's far northern reaches.

A massive development known as Champions Circle is underway just south of Texas Motor Speedway. Also, the Dallas-Fort Worth area's official transportation planning body, the Regional Transportation Council, recently approved funding to build I-35W frontage roads suitable for commercial development between the speedway and Alliance Airport.

"Our intermodal facility is expanding. Our white-collar jobs are expanding," Laughlin said. "Our truck traffic continues to grow."

Work in progress

If the developer and the state agency can agree on extending the I-35W improvements to Alliance Airport, that work could begin by the middle of next year and be completed by late 2020, said Jodi Hodges, spokeswoman for the Transportation Department.

Meanwhile, farther to the south, work on I-35W from near U.S. 287 to Northeast Loop 820 is on schedule to be completed by late summer or early fall of next year, said Brian Barth, the state agency's Fort Worth district engineer.

The agency has worked closely with employers such as BNSF Railway, which operates its world headquarters in the area, to communicate plans about lane closures, especially at the heavily traveled Western Center Boulevard underpass, Barth said.

Also, the northbound I-35W entrance ramp just north of Western Center Boulevard is scheduled to reopen in December, so motorists will no longer have to stay on the frontage road until beyond U.S. 287 to get on the interstate, he said.

Link to downtown

South of Northeast Loop 820, the work is 39 percent done and on schedule for completion in 2018, NTE Mobility Partners spokesman Robert Hinkle said.

Some negotiations for right-of-way improvements near Long Avenue have been slow because of concerns expressed by area railroads, he said. The corridor is used not only by BNSF and Union Pacific Railroad, but also the Fort Worth & Western short line.

“We’ve had some railroad issues. I understand they’ve been kind of dragging their feet, but my understanding now is they’re close to being resolved,” Hinkle told the Fort Worth City Council during a recent pre-council briefing.

The project employs about 1,265 workers per day.

Hinkle also said there would be no major lane shifts or closures from Dec. 22 to 27 and Dec. 30 to Jan. 2, to accommodate holiday travelers.

Council members expressed solid support for continuing the I-35W expansion.

“It is long-term gain for short-term pain,” said Councilman Sal Espino, whose district includes the area.

At Espino’s urging, Barth also disclosed to the council that the state Transportation Department is planning improvements to Farm Road 156 between Northeast Loop 820 and U.S. 287, to help manage traffic in fast-growing far north Fort Worth, Haslet and a handful of other adjacent communities.

Barth said statewide voter approval of two recent propositions freed up additional sources of state funding for nontoll road work, which may speed improvements on Farm Road 156.

“We think we will be able to start construction in that area in 2017,” he said, adding that the improvements will include new main lanes and turn lanes.

Also, the extension of Basswood Boulevard west of I-35W, which would provide another east-west option for area motorists, is underway.

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Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article47154730.html#storylink=cpy>

How Transportation Planning Is Stuck in the Past

As a new report makes clear, few of our urban areas are adapting to the changes that are revolutionizing the way we get around.

BY BOB GRAVES | NOVEMBER 23, 2015

For all we hear about the impact that technology and social changes are having on urban mobility, you'd certainly expect to see their influence reflected in city transportation planning. For the most part, unfortunately, this simply isn't the case.

That's the disheartening takeaway from a new report from the National League of Cities (NLC). "City of the Future: Technology & Mobility" details the many challenges city and regional leaders face in adapting their planning efforts to the changes that are on the horizon -- or already upon us.

Technology, the authors note, is enabling people to shift seamlessly between transportation modes, and they argue convincingly that "the ultimate goal of cities must be to combine different transit modes into a coherent whole, so that moving from place to place is easy, equitable and enjoyable."

A key finding, however, is that few major cities are taking the impact of technology on mobility into account in their transportation planning. That conclusion emerges from a content analysis of city and regional transportation planning documents for the 50 most populous U.S. cities as well as the largest cities in every state -- 68 communities in all.

What the authors found will surprise those who might have thought that transportation planning is changing as rapidly as the technology of mobility: Only 6 percent of the plans, for example, consider the potential effects of driverless car technology, and only 3 percent of them take into account the rapidly expanding private transportation network companies such as Uber and Lyft, despite the fact that they operate in 60 of the 68 markets. On the other side of the ledger, fully half of the plans contain explicit recommendations for new highway construction; only 12 percent of them are clear that no new highways are under consideration.

In short, the authors of the NLC study found that the cities' planning efforts focus heavily "on the problem of automobile congestion and prescribe increased infrastructure in the form of new roads as the primary cure."

Prescribing more roads is particularly troubling in the context of the long-term downward trend of federal funding for transportation infrastructure -- a trend that seems likely to continue given public attitudes: A recent Rockefeller Foundation infrastructure survey found support for increasing the federal gas tax among only 27 percent of voters.

Certainly transportation dollars -- even shrinking ones -- can be spent more wisely, as a recent Deloitte University Press report points out. By supporting alternative approaches such as car-, ride- and bike-sharing, that report concludes, jurisdictions can greatly improve mobility for residents without the need to spend billions of dollars on new roads, bridges and tunnels.

We're already seeing the effect some of these changes can have. Just last month, Lyft announced its formal integration with a transit agency; Lyft is now listed as a transportation option within Dallas Area Rapid Transit's GoPass mobile ticketing app. Lyft has also launched its Friends With Transit page, which, according to the company's director of transportation policy, is "a public-facing expression" of its intention to work with transportation departments.

Another example, and perhaps a discomfiting one for some local transportation agencies: Dan Feger, executive director of Southern California's Burbank Bob Hope Airport Authority, recently noted that that on-demand transportation services are "beginning to erode" the authority's parking revenue. Instead of driving and parking their cars at the airport, more and more passengers are opting to use app-supported ride-sharing services such as Uber and Lyft.

And if today's on-demand ride services are already affecting how we drive and park, consider this from the NLC report: "Self-driving technology could allow cities to redevelop at least 50 percent of their current street parking permanently, reclaiming space for sidewalks and dramatically expanding the public realm."

Adapting to changes of this magnitude won't happen overnight. But it's clear that city leaders are going to need to get serious about aligning their transportation planning to the impacts of technology on mobility. The digital world is truly crashing into our transportation infrastructure, and the time to start planning how to best adapt to these technologies is now.



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Is the Recovery Contributing to Traffic Deaths?

Recent studies suggest the number of traffic fatalities have risen in recent years as more workers clog roadways.

By [Andrew Soergel](#) Nov. 17, 2015 | 3:25 p.m. EST

More than six years into what has already become the fourth-longest U.S. economic recovery since the end of World War II, America's continued labor market improvement is beginning to generate some unintended consequences.

With more people on the roads during rush hour trying to get to work, cities across the country have reported an uptick in car crashes and fatal accidents.

A recent report published by the [Southeast Michigan Council of Governments](#), for example, found that the region's [average rate of fatal accidents](#) increased 2 percent each year between 2010 and 2014. That rate fell for four consecutive years between 2006 and 2010 before beginning a steady ascent.

Last year, 876 people were killed in traffic accidents throughout Michigan, according to the report. But the [Michigan Department of Transportation](#) reports 855 people have been killed in accidents statewide already this year – which is well on pace to eclipse last year's total. The report ultimately attributes the uptick in fatalities to an "increase in traffic volume that ties to significant improvements in the region's economy."

The council's report specifically examines seven Michigan counties spanning three of the state's largest metropolitan areas: Detroit-Livonia-Dearborn, Ann Arbor and Monroe. Detroit-Livonia-Dearborn's unemployment rate in September clocked in at 6.7 percent, down significantly from 17.1 percent at the beginning of 2010, according to the Labor Department. Ann Arbor's, meanwhile, fell from 8.7 percent to 3.3 percent over the same period, with Monroe's dropping from 14.1 percent to 3.8 percent.

Collectively, there were nearly 48,000 more people employed in the three metro areas at the end of September than were working at the beginning of 2010. So that's nearly 48,000 more individuals trying to get to work and clogging up roadways.

But southeastern Michigan isn't alone in its congestion problem. A report released last month by the [Washington State Department of Transportation](#) estimated traffic congestion has been climbing in the Evergreen State for five years. The study attributed the gridlock gains to "Washington having more drivers on the road," as passenger vehicle registrations climbed 6.9 percent between 2012 and 2014.

"Higher employment rates translate into more drivers on the road, which in turn leads to longer commutes and everything that goes with congestion," the report said.

Unfortunately, serious and fatal accidents are part of that congestion package. There were 14 percent more traffic deaths nationally during the first half of 2015 compared to the same period a year ago, according a report released earlier this year by the [National Safety Council](#) risk management nonprofit.

"From January to June, nearly 19,000 people died in traffic crashes across the U.S., and more than 2.2 million were seriously injured, putting the country on pace for its deadliest driving year since 2007," the council said in its report. "While the high death and injury toll could be due to many factors, an improving economy with lower gas prices and unemployment rates herald increases in vehicle miles traveled."

Indeed, the most recent traffic volume report from the [Federal Highway Administration](#) found that Americans collectively traveled 6.3 billion more miles in August than they did the year before – an increase of 2.3 percent. Cumulative travel for the first eight months of the year was up 3.4 percent. That means Americans had traveled more miles by the end of August 2015 than they did during the first eight months of any year on record.

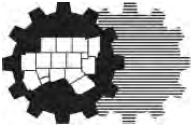
What's more, the moving 12-month average in terms of miles traveled on U.S. roads hit 3.1 billion in August. That average has increased in every year since 2011 – the first full year since 2007 in which the labor market didn't shed jobs during any single month. It's true that gas prices throughout the country today are significantly lower than they were a year or two ago, but the rising number of miles traveled on U.S. roadways is a trend several years in the making. At least since the recession began, it seems America's economic performance has been reflected in the miles traveled by its citizens.

And a [separate study](#) released earlier this year by researchers at Texas A&M Transportation Institute and traffic analytics firm Inrix found that travelers in the U.S. collectively spent an extra 7 billion hours sitting in traffic than they would have if the roads were completely clear.

And although the methodology behind that study's rankings of America's most gridlocked cities has been [called into question](#), its overarching conclusion that traffic jams have gotten worse as the economy has improved is supported by a wealth of alternative research.

"Cities of all sizes are experiencing the challenges seen before the start of the recession – increased traffic congestion resulting from growing urban populations and lower fuel prices are outpacing the nation's ability to build infrastructure," the report said.

The U.S. labor market is only expected to get better after October's stellar 271,000 monthly job gains, and gas prices are still relatively low. So rush hour isn't likely to improve without additional infrastructure investments in the foreseeable future. It's also worth noting that employment gains have been geographically concentrated to some of America's [largest metro areas](#). So areas that are already clogged are probably going to need more than an extra turning lane to see any meaningful traffic improvement in the near term.



North Central Texas
Council of Governments

PRESS RELEASE

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Campaign Encourages North Texans to Bike, Walk and Drive Safely

21 tips can help people look out for one another on region's roads

Nov. 3, 2015 (Arlington, Texas) – Starting this fall, North Texans will see advertising and messaging for Look Out Texans, a regional public education and outreach campaign encouraging people to bike, walk and drive safely together. The campaign highlights 21 tips to keep people safe and features North Texans sharing their stories about the importance of looking out for others on the road.

The campaign was selected for funding by the Regional Transportation Council, and the \$690,000 was part of the Texas Department of Transportation Enhancement Program. It comes at a time when motor vehicle crashes that involve people bicycling and walking are increasing in North Texas. Between 2010 and 2014, there were more than 8,200 such crashes reported, resulting in more than 500 fatalities, according to the Texas Department of Transportation. Consequently, the Federal Highway Administration has designated both Dallas and Fort Worth as two of its 35 Pedestrian-Bicycle Focus Cities, which are selected based on high rates of bicycle and pedestrian crash fatalities.

The North Central Texas Council of Governments is coordinating the regional safety campaign for cities and transportation partners across the region. Using billboards, transit ads, radio ads, online and print advertising, social media and newsletters, the Look Out Texans campaign will reach people across multiple platforms.

The campaign prominently features 21 safety tips to help people understand how bicyclists, walkers and drivers should interact together to improve safety for all people using area roads. For example, people bicycling should follow the same traffic rules as vehicles, ride in the same direction as traffic, always stop at traffic signals and stop signs and use hand signals to notify others of maneuvers like turning, changing lanes and stopping.

People walking must be alert and visible. Pedestrians should always cross streets at crosswalks and intersections where they can gauge traffic and be visible. Before crossing, eye contact with drivers ensures they were seen. Crossing at unmarked areas, between parked cars or between vehicles stopped at a traffic signal is not safe because motorists may not see pedestrians.

For people driving, it is necessary to allow at least three feet when passing someone on a bicycle. State law allows bicyclists to ride on roadways and use the middle of a lane. Drivers must also look out for people walking, always yielding to crossing pedestrians. Drivers should remember that people walking, bicycling and driving in North Texas are their neighbors and friends.

Learning how to walk and bike safely is especially important for children. Planned school outreach will begin later this year and complement the efforts of other campaigns to promote safe walking and bicycling for children. For example, this year 72 local elementary and middle schools registered events to participate in Walk to School Day on Oct. 7. Growing interest in walking and bicycling among people of all ages demonstrates the need for safety education.

These efforts enhance the work of local, state and federal transportation partners who are focused on improving safety for all road users through roadway design solutions and greater awareness of how people can bike, walk and drive safely. Recently, training workshops coordinated by NCTCOG have been helping agencies understand how to design safe infrastructure for people walking.

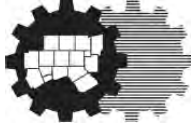
To see all 21 safety tips that will be highlighted around the region and learn more about the Look Out Texans campaign, visit www.LookOutTexans.org. Follow the campaign on Facebook, Twitter and Instagram using #LookOutTexans.

About the North Central Texas Council of Governments:

NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 169 cities, 22 school districts and 31 special districts. For more information on the NCTCOG Transportation Department, visit NCTCOG.org/trans.

###



North Central Texas
Council of Governments

PRESS RELEASE

Contact: Amanda Wilson
(817) 695-9284
awilson@nctcog.org

Mobility 2040 and Air Quality to be Discussed at Public Meetings Dec. 14-16

North Texans can provide input on transportation recommendations at public meetings, online

Dec. 3, 2015 (Arlington, Texas) – Preliminary recommendations for major roadways, transit projects, and bicycle and pedestrian infrastructure between now and 2040 in North Texas will be discussed at public meetings in December. Air quality, including the new, more stringent EPA standard, will also be discussed.

At public meetings Dec. 14 in Denton, Dec. 15 in Richardson and Dec. 16 in Fort Worth, the public will be asked to provide input on the long-range transportation plan, Mobility 2040, as local elected officials and transportation partners seek to balance expected increases in population and congestion with available funding. Recommendations also include a program to encourage local agency adoption of transportation-related policies. NCTCOG is required to maintain a long-range transportation plan that defines a blueprint for the region’s multimodal transportation system. This long-range plan must have a time horizon of at least 20 years.

Additionally, regional air quality will be discussed. Since the Dallas-Fort Worth area does not meet the federal air quality standard for the pollutant ozone, NCTCOG implements various projects and programs in the region to improve air quality and protect public health. Staff will provide a summary of the 2015 ozone season and the air quality programs in the region. Staff will also provide information on the EPA’s new, more stringent ozone standard. Proposed modifications to the list of funded projects maintained in the Transportation Improvement Program and AirCheckTexas will also be highlighted at the meetings.

Following the meeting on Dec. 16, a video recording of the discussion will be posted at www.nctcog.org/input.

Public Meeting Details		
<p>Monday, Dec. 14 6:30 p.m. Denton North Branch Library 3020 N. Locust Street Denton, TX 76209</p>	<p>Tuesday, Dec. 15 6:30 p.m. Richardson Civic Center 411 W. Arapaho Road Richardson, TX 75080</p>	<p>Wednesday, Dec. 16 2:30 p.m. Ella Mae Shamblee Branch Library 1062 Evans Avenue Fort Worth, TX 76104</p>

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About the Regional Transportation Council:

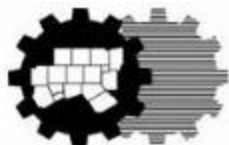
The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers 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.

#

METROPOLITAN PLANNING ORGANIZATION REVOLVER FUND PARTNERSHIP WITH THE CITY OF DALLAS AND DALLAS COUNTY

REGIONAL TRANSPORTATION COUNCIL

DECEMBER 10, 2015



North Central Texas
Council of Governments
Transportation Department

STATUS

- In September 2015, the Regional Transportation Council (RTC) approved the initial round of Metropolitan Planning Organization (MPO) Revolver swaps with Dallas County and TxDOT.
- At that time, staff committed to finding additional projects in order to fully fund the \$10M Revolver Fund.
- North Central Texas Council of Governments (NCTCOG), City of Dallas, and Dallas County have coordinated to identify projects that are on-system, which are both eligible for Category 12 funds and have existing local funds.
- Two additional projects have been identified.

SUMMARY OF MPO REVOLVER PARTNERSHIP PROJECTS

Partnership Projects	Local MPO Revolver Funds by Project (\$ in Millions)	Status
SH 352	2.015 ¹	Approved in October 2015 ¹
Pleasant Run Road	3.408 ^{1,2}	Approved in October 2015 ¹
IH 635 at Skillman/ Audelia	4.377	Action Item this month
SH 183/Midtown Express	0.200	Action Item this month
Total	10.000	

¹ In order to receive the local funds, Category 12 funds need to be added to the Southern Gateway project, freeing up Regional Tollroad Revenue (RTR) funds, which need to be moved to Pleasant Run (Action Item).

² The Transportation Alternatives Plan (TAP) funding was awarded by TxDOT, so \$0.592M will be needed to match the TAP funds. Therefore, \$3.408M in local funds are available for the partnership.

PROJECTS IDENTIFIED FOR PARTNERSHIP: IH 635 AT SKILLMAN/AUDELIA

- Located in City of Dallas
- \$4.377M in existing City of Dallas/Dallas County funds to be re-allocated to NCTCOG/RTC for the MPO Revolver Fund
- \$4.377M of Category 12 funds to be added to the project as part of the MPO Revolver Fund Partnership
- \$60.623M in Proposition 1 funds proposed in Fiscal Year 2019 to fully fund construction costs (as Proposition 7 funds become available, we may request to change the funding source to Proposition 7 or other funds and advance project, if possible)

PROJECTS IDENTIFIED FOR PARTNERSHIP: SH 183/MIDTOWN EXPRESS

- Located in City of Irving/City of Dallas
- \$200,000 in existing Dallas County funds to be re-allocated to NCTCOG/RTC for the MPO Revolver Fund
- \$200,000 of Category 12 funds to be added to the project as part of the MPO Revolver Fund Partnership
- The balance of this project is already fully funded from a variety of funding sources (Category 12, Category 2, Earmarks, Surface Transportation Program funds, etc.)

ACTION REQUESTED

■ Approval of:

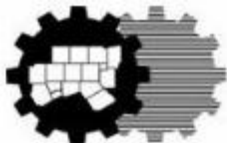
- Funding allocations/transfers identified on slides 3-5 as a result of the MPO Revolver Fund creation
- Adding \$4.577M to the MPO Revolver Fund for a total of \$10M
- Administratively amending these changes to the Transportation Improvement Program (TIP)/Statewide TIP and other necessary administrative/planning documents.

QUESTIONS?

Christie J. Gotti
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BACKGROUND INFORMATION FOR METROPOLITAN PLANNING ORGANIZATION REVOLVER PARTNERSHIP

REGIONAL TRANSPORTATION COUNCIL
DECEMBER 10, 2015



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

- Federal rules require that North Central Texas Council of Governments (NCTCOG)/Regional Transportation Council (RTC) pay for expenses associated with regular programs before federal reimbursement can occur.
- Since the RTC does not have significant local funds available to pay those bills first, a solution is needed.
- RTC/Local funds have been used historically, but as RTC/Local funds are spent down, another option must be developed.
- The Metropolitan Planning Organization (MPO) Revolver Fund solution provides cash flow to regional programs and projects.

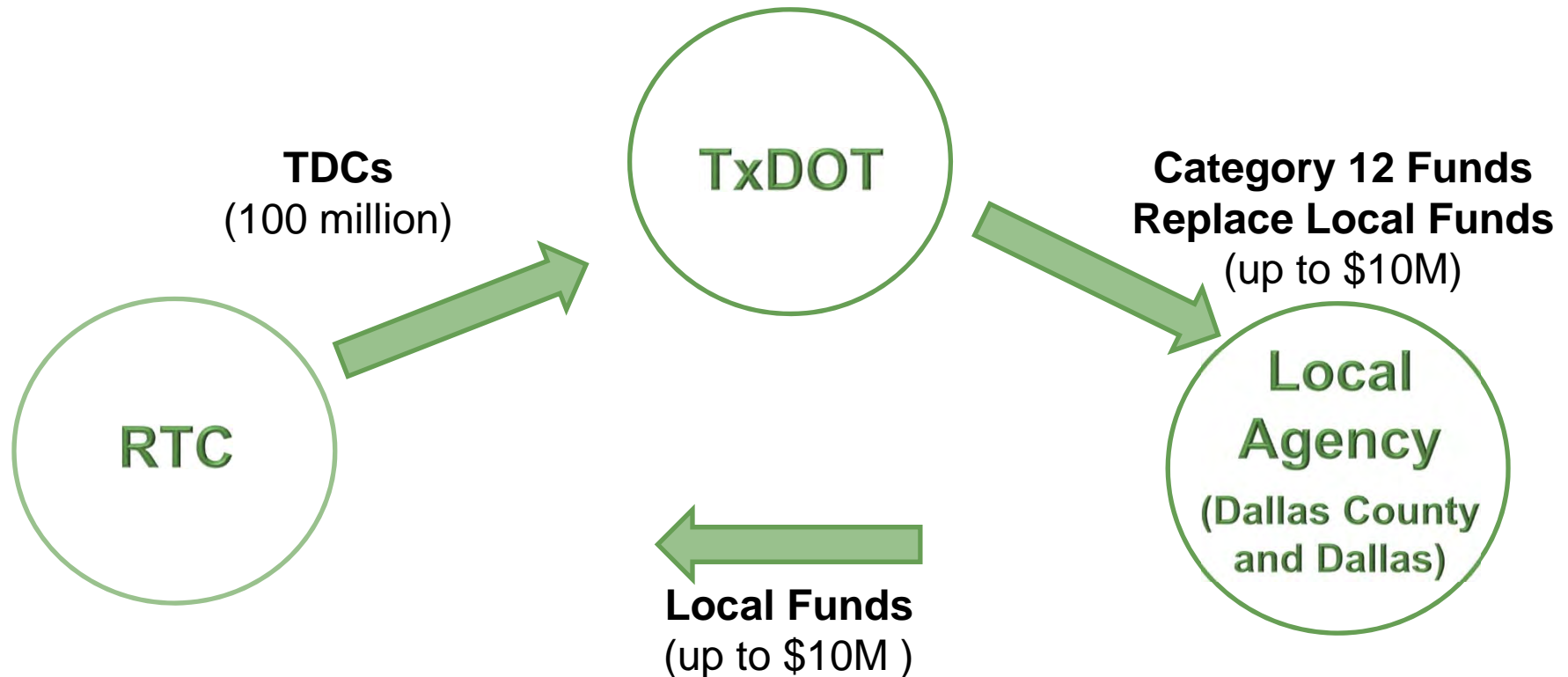
BACKGROUND

CONTINUED

- In July 2014, the Texas Transportation Commission (TTC) approved the exchange of 100 million Transportation Development Credits (TDCs) for \$10 million in Category 12 funds.
- The Category 12 funds would be placed on projects with existing local funds. Then, the local funds would be sent to RTC/NCTCOG to create the Revolver Fund.
- In August 2014, the RTC approved staff to negotiate a transfer of up to 150 million in TDCs to other MPOs (50 million) and/or the Texas Department of Transportation (TxDOT) (100 million), contingent on RTC approval of the final transfer.

PROCESS

A three-party exchange needed in order to secure the dollars for the MPO Revolver Fund.



QUESTIONS?

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The Metropolitan Transportation Plan for North Central Texas

Regional Transportation Council

Dan Lamers, P.E.

December 10, 2015

Mobility 2040 Document Structure

Financial Reality

Social Considerations

- Public Involvement
- Environmental Justice

Environmental Considerations

- Natural Environment
- Air Quality

Operational Efficiency

- Travel Demand Management
- Transportation System Management and Operations
- Safety and Security
- Sustainable Development

Mobility Options

- Aviation
- Active Transportation: Bicycle/Pedestrian
- Freight
- Transit
- Roadway and Asset Management

Mobility 2040 Guiding Principles

Comprehensive corridor evaluation

- Cap/Main projects
- Reconstruction/widening of existing corridor
- New location corridor
- Illustrative project for future evaluation

Reevaluation of priced facility recommendations

- Review regional balance of toll roads and tax-funded roads
- Evaluate the need for new toll roads and managed lanes in light of new funding opportunities

Review of needed arterial improvements

Mobility 2040 Guiding Principles

Reevaluation of regional rail recommendations

- Evaluate role of all public transportation opportunities
- Look for opportunities to implement “premium bus” service in managed lane and future rail corridors

Updating the regional Veloweb

Strengthening the role of Sustainable Development

Emphasis on traffic management operations

Consideration of the role of new technology

More information at: www.nctcog.org/mobility2040

Mobility 2040 Prioritization and Expenditures

Maximize Existing System	Infrastructure Maintenance <ul style="list-style-type: none"> Maintain & Operate Existing Facilities Bridge Replacements 	\$40.6
	Management and Operations <ul style="list-style-type: none"> Improve Efficiency & Remove Trips from System Traffic Signals and Bicycle & Pedestrian Improvements 	\$6.0
	Growth, Development, and Land Use Strategies More Efficient Land Use & Transportation Balance	\$4.9
Strategic Infrastructure Investment	Rail and Bus Induce Switch to Transit	\$17.4
	HOV/Managed Lanes Increase Auto Occupancy	\$40.0
	Freeways/Tollways and Arterials Additional Vehicle Capacity	
Mobility 2040 Expenditures		\$108.9*

DRAFT

*Actual dollars, in billions

Public Involvement

Updates to Public Participation Plan in 2015

- Online public review and comment periods for routine items
- More strategies – expanded media list, video, social media
- Leverage existing community networks to inform, engage
- Language Assistance Plan updated with new demographics
- Performance measures to evaluate effectiveness
- Provisions for inclement weather during public meetings

Community Outreach for Mobility 2040

- Public meetings, community presentations, outreach events
- Two surveys available in print and online completed by 2,500 and 1,200 people, respectively
- Hispanic outreach through translated content, survey, ads

Social and Environmental Impacts

Environmental Justice

- Analysis must show that Mobility 2040 projects do not disproportionately or adversely impact EJ populations (low-income and minority groups)
- Updating mobility and accessibility performance indicators used to measure effects of transportation projects on EJ populations

Natural Environment

- Updating environmental scoring analysis to include additional ecological data relevant to transportation projects
- Incorporating data and results from Eco-Logical grant project to strengthen connection between transportation and environmental planning

Air Quality

Programs to Directly Address Regional Vehicle Emissions

- Communication
- Demonstration
- Enforcement

Partnerships and Collaborations with Federal, State, Local, Private and Non-Profit Entities to Coordinate Efforts and Increase Impact

Regional Policies

- Clean Fleet Policy*
- Locally Enforced Motor Vehicle Idling Limitations*
- Clean Construction Policy

Technology Improvements including lower-emitting engines or fuels

Technical Planning and Analysis to Support the State Air Quality Planning Process and Ensure Conformity

Travel Demand Management (TDM) and Transportation System Safety Policies and Programs

New TDM Policy

TDM3-003: Request local agency staff and NCTCOG staff to meet with all major employers (defined as employers with 250 or more employees) to discuss and encourage the implementation of voluntary Employer Trip Reduction Programs.

New Safety Policies

TSSF3-003 : Implementation of programs, projects, and policies that assist in reducing fatalities across all modes of travel towards zero deaths. (Toward Zero Deaths (TZD) – No fatalities across all modes of travel.)

TSSF3-004 : Implementation of roadway improvement strategies that assist in reducing wrong way driving incidents consistent with regional and/or industry best practices.

TSSF3-005: Implementation of low-cost, systemic intersection safety countermeasures that assist in reducing severe intersection crashes consistent with strategies outlined in the Intersection Safety Implementation Plan for North Central Texas.

TSSF3-006 : Require a comprehensive, coordinated, interagency approach to traffic incident management in the North Texas region modeled after RTC Resolution R08-10. This includes tracking performance measures based on regional definitions, collecting data, and monitoring progress (applies to local governments that respond to freeway incidents).

Transportation System Management and Operations (TSMO) and Transportation Security

TSMO provides cost effective congestion mitigation strategies to improve traffic flow, safety, system reliability, and capacity. Improvements can be quickly implemented. TSMO includes:

- Intelligent Transportation Systems
- Traffic signal retiming

New Focus: Regional Partners to coordinate on Connected Vehicle development and identify new TSMO technologies that can be considered for deployment.

Security considerations are a requirement for planning and implementation.

- Identify and address vulnerabilities
- Support uninterrupted functionality of communications, device infrastructure, control systems, and software
- Define roles and responsibilities for sharing infrastructure, data, and video in the regional network
- Provide emergency weather and other security information

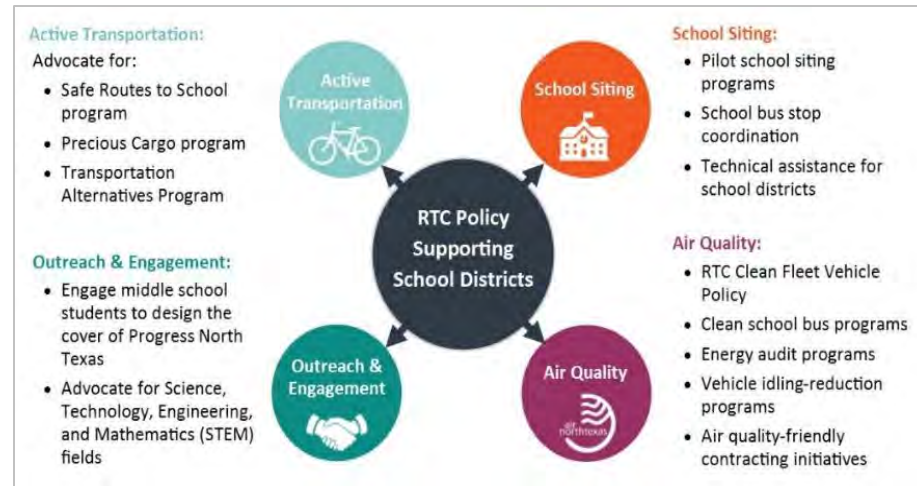
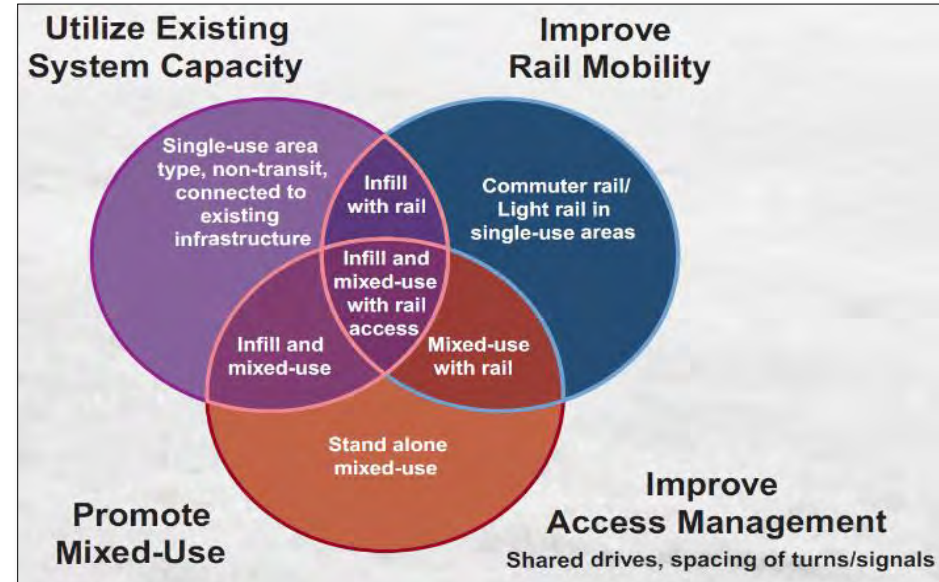
Sustainable Development

Includes

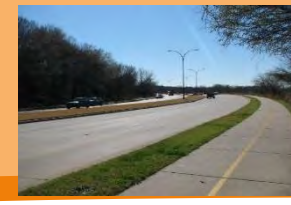
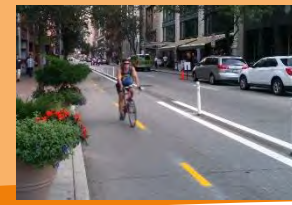
- Support mixed use, infill, and Transit-Oriented Development (TOD)
- Plan for land use-transportation connections and support sustainability strategies

New Ideas/ Policies and Programs

- TOD Policy: Promote TOD for all station types.
- Incorporate RTC 2013 Sustainable Schools Policy in to the Plan- Support Independent School Districts (ISD) and local governments through various programs and projects.



Active Transportation



Supporting Goals

- All trips less than two miles in length in the urbanized areas should have the choice of Multiple transportation options.
- All roadway projects should implement a context sensitive design approach

Includes

- Linkages to Transit and Major Destinations
- Safety Improvements
- Training and Education
- Data Collection/Analysis
- Technical Assistance

New or Additional Emphasis

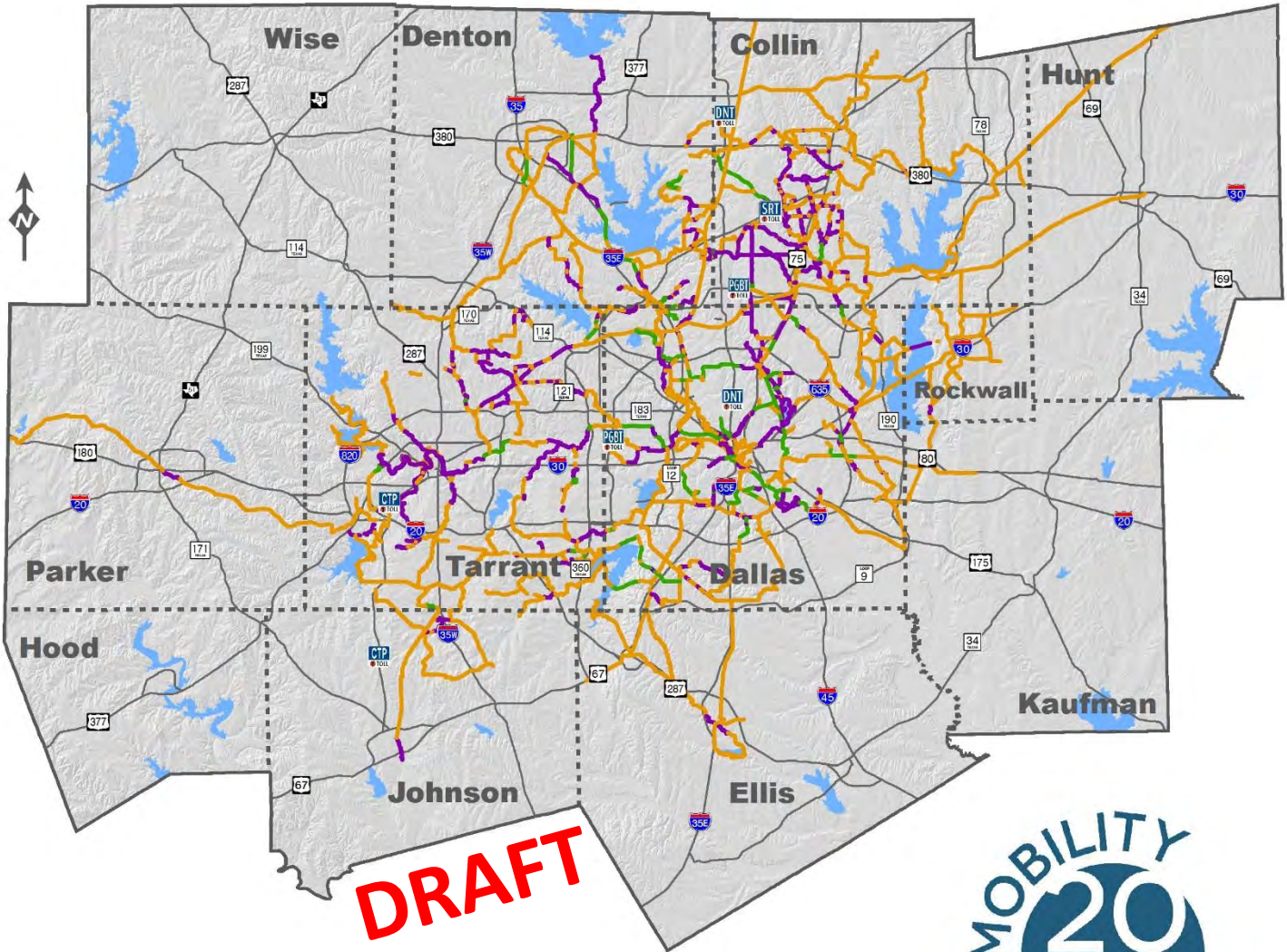
- Expanded from 1,728 miles to 7000+ miles (total) of paths and on-street bikeways
- From Approx. \$1.5 (2035) to \$6.2 billion total cost (2040)
- Stronger Regional Pedestrian Network / Safety Focus



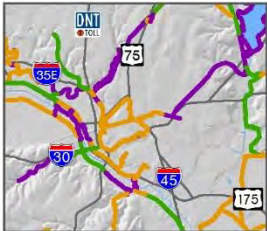
Regional Veloweb

Facility Status

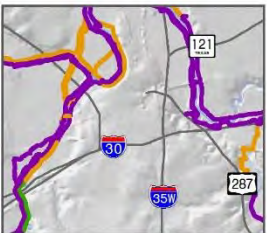
- Existing 432 Miles
- Funded 132 Miles
- Planned 1,291 Miles
- Total 1,855 Miles
- Major Roads



Dallas CBD



Fort Worth CBD



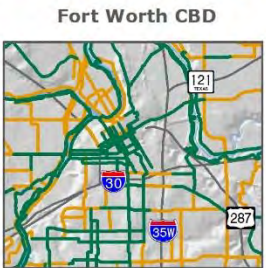
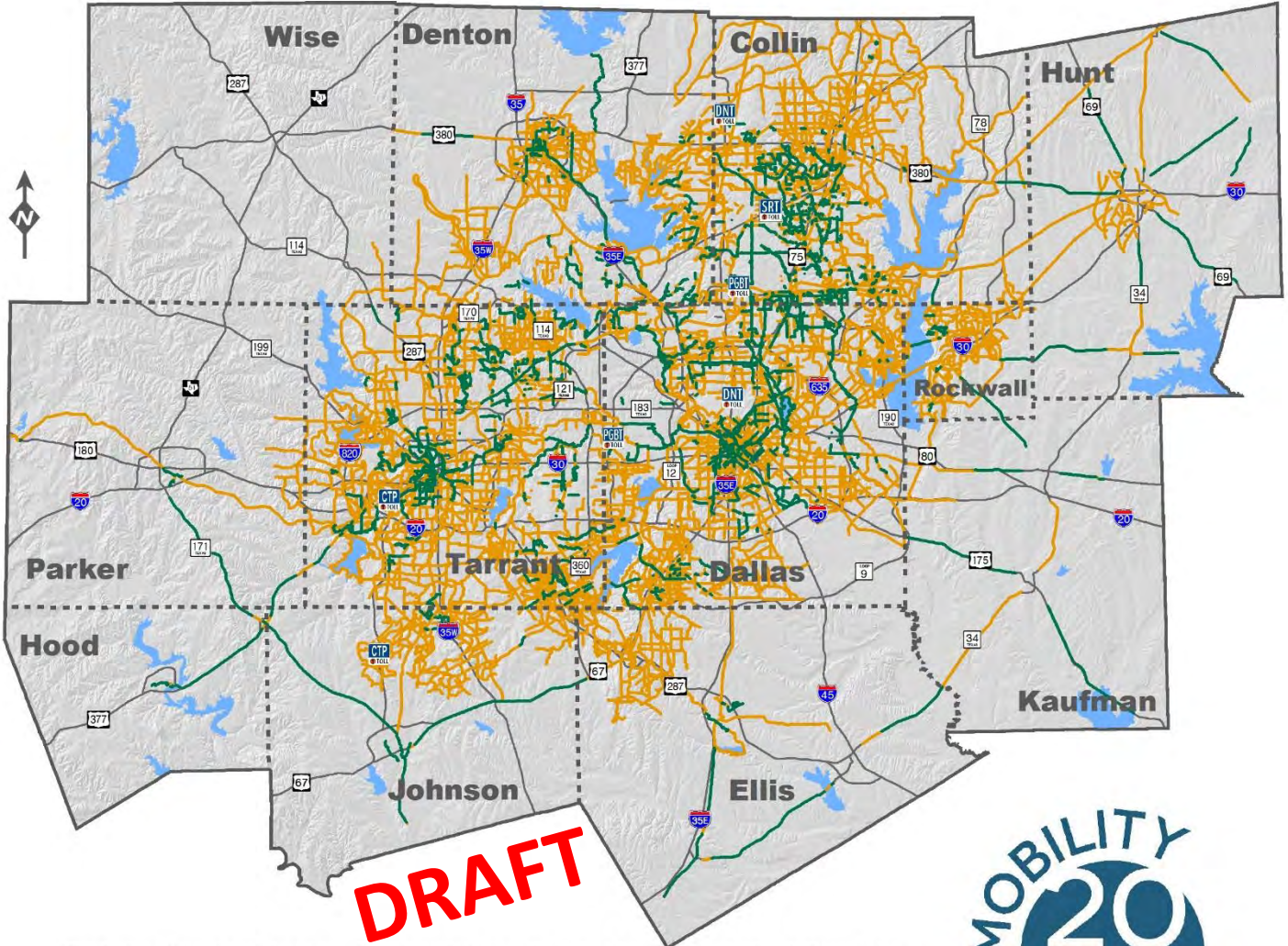
DRAFT



REGION OF CHOICE

Combined Regional Veloweb, Community Paths and On-Street Bikeway Network

-  Existing/Funded*
1,442 Miles
-  Planned*
5,576 Miles
- Total 7,019 Miles
-  Major Roads



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REGION OF CHOICE

*The Regional Veloweb and Community Shared Use Path network does not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10-feet in width.

On-street bikeways in the urbanized area include: separated or protected bike lanes / cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards. On-street bikeways in the urbanized area do not include: signed bike "routes", signed "share the road", unmarked wide outside lanes, or signed wide shoulders.

The use of wide shoulders are included on various roadways linking rural communities outside of the urbanized area.

Facility recommendations indicate transportation need. Corridors specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.

Freight

Goal

- Foster regional economic activity through safe, efficient, reliable freight movement

Key Policies

- Improve efficiency by promoting safety, mobility, and accessibility on the freight networks
- Maintain regional freight networks to meet business and consumer demand
- Enhance intermodal freight activity
- Incorporate technological advances

Key Programs

- Freight system and network planning
- First/last mile access

High-Intensity Bus Service

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

Premium bus service may include features such as:

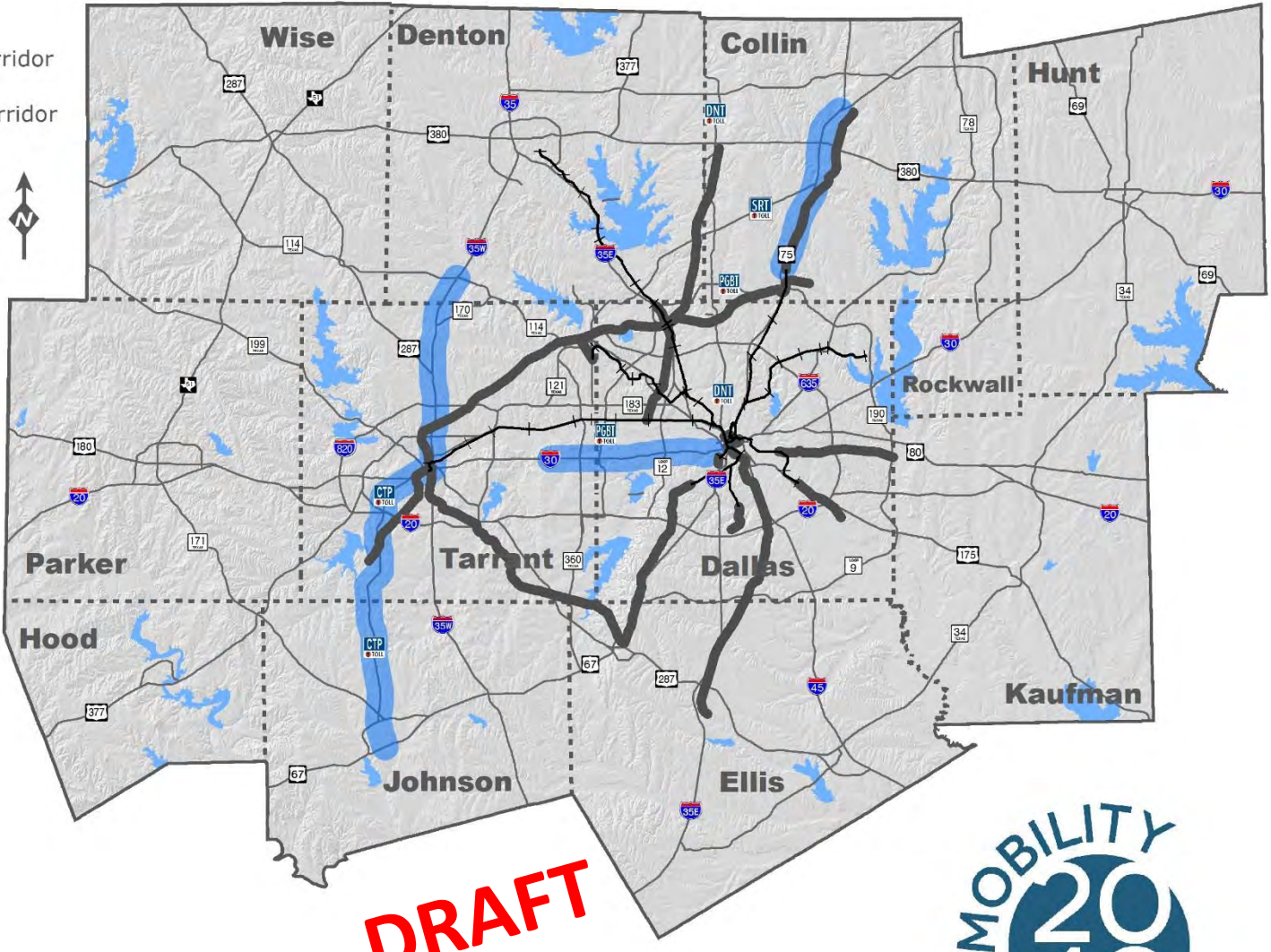
- Travel time savings when operated in managed lanes
- Buses with commuter amenities
- Park-and-rides or other waiting areas with amenities
- Fare discounts if buses do not arrive on time



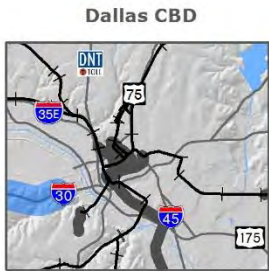
Image source: PrevostCar.com

Draft Major Transit Corridor Recommendations









-  Recommended High-Intensity Bus Corridor
-  Recommended Rail Corridor
-  Existing Rail
-  Major Roadways

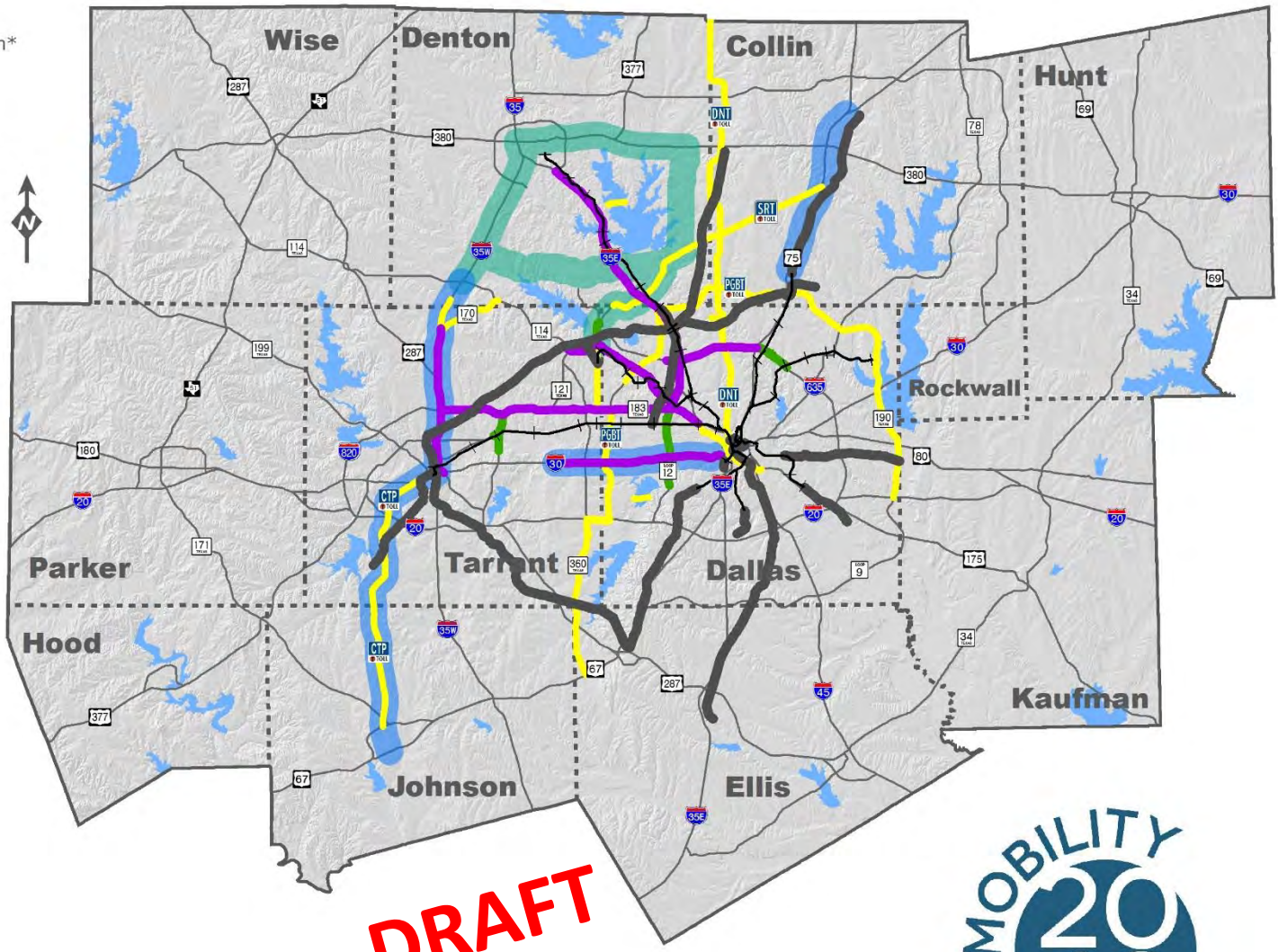


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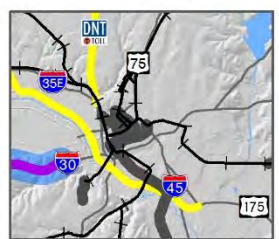
Draft Candidate High-Intensity Bus Corridors

-  TEXpress Managed Lanes Completed or In Construction*
-  Planned TEXpress Lanes Not In Construction
-  Recommended Rail Corridor
-  Existing/Future Toll Lanes
-  Recommended High-Intensity Bus Corridor
-  Transit Authority Recommendations
-  Existing Rail
-  Major Roadways

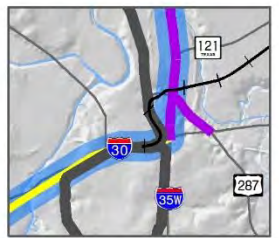


DRAFT

Dallas CBD



Fort Worth CBD



*May include additional improvements in the future.

DART, The T, and DCTA are conducting planning efforts that will impact the network of high-intensity bus corridors.



REGION OF CHOICE

Cap/Main – Project Elements Considered

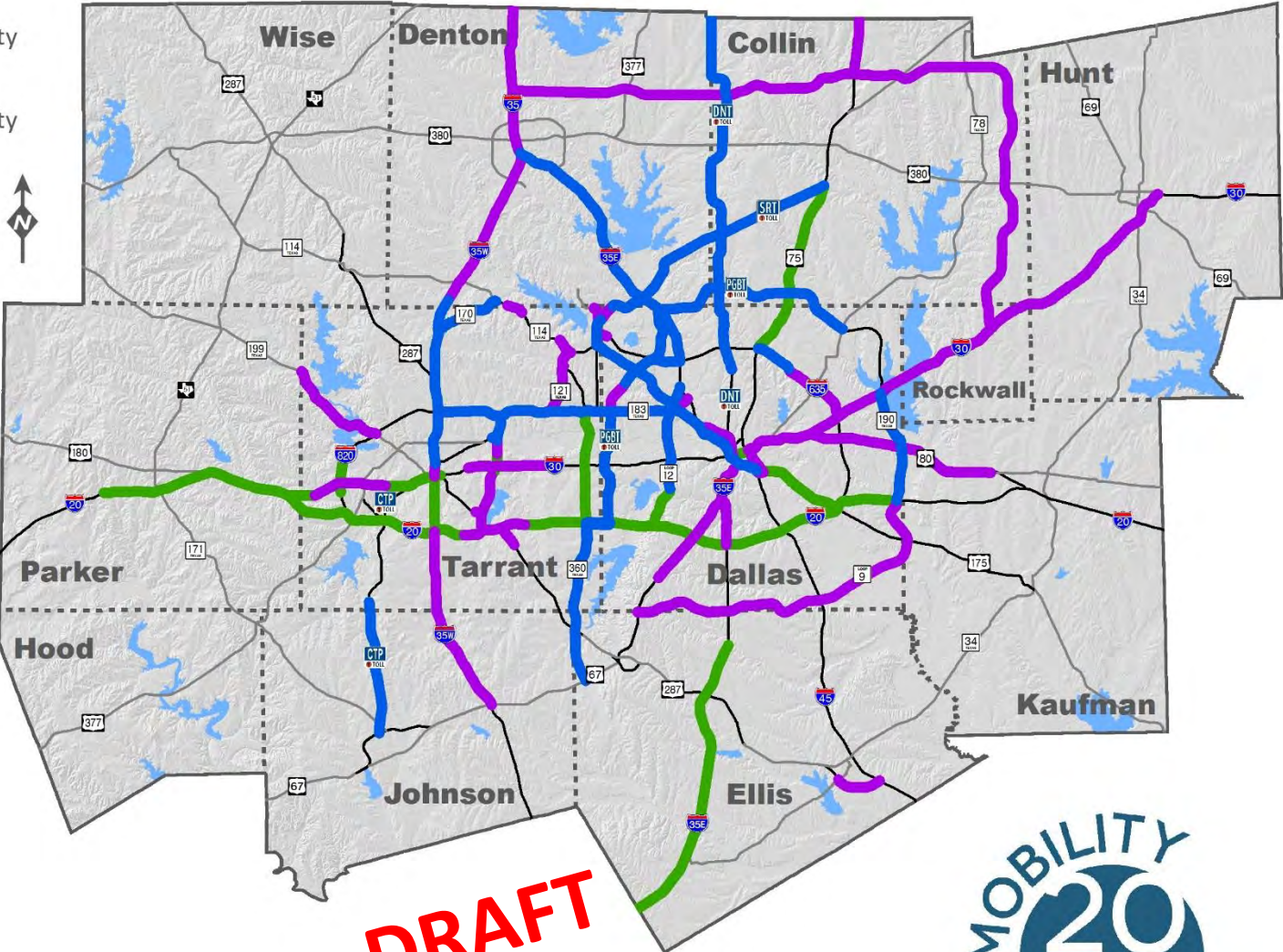
Minor Scale	Medium Scale	Major Scale
Re-Striping Lanes/Shoulders	Auxiliary Lanes	Interchange Reconfiguration
Access Ramp Shifts	Access Ramp Reconfiguration	Bridge Replacement
Aesthetic Enhancements	Continuous Frontage Roads	Added Lanes (to existing pavement)
Improved Operations (ITS, lighting, signage)		

Active Pilot Projects:

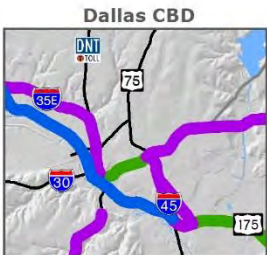
1. IH 35E - Waxahachie
2. IH 30/IH 20 - Tarrant/Parker County

Draft Roadway Recommendations



-  New or Expanded Capacity without Toll Component
-  New or Expanded Capacity with Toll Component
-  CapMain Corridor
-  Freeways/Tollways
-  Other Major Roadways



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Corridors for Future Evaluation

-  Corridors for Future Evaluation
-  Mobility 2040 Corridor Recommendation
-  Freeways/Tollways
-  Other Major Roadways






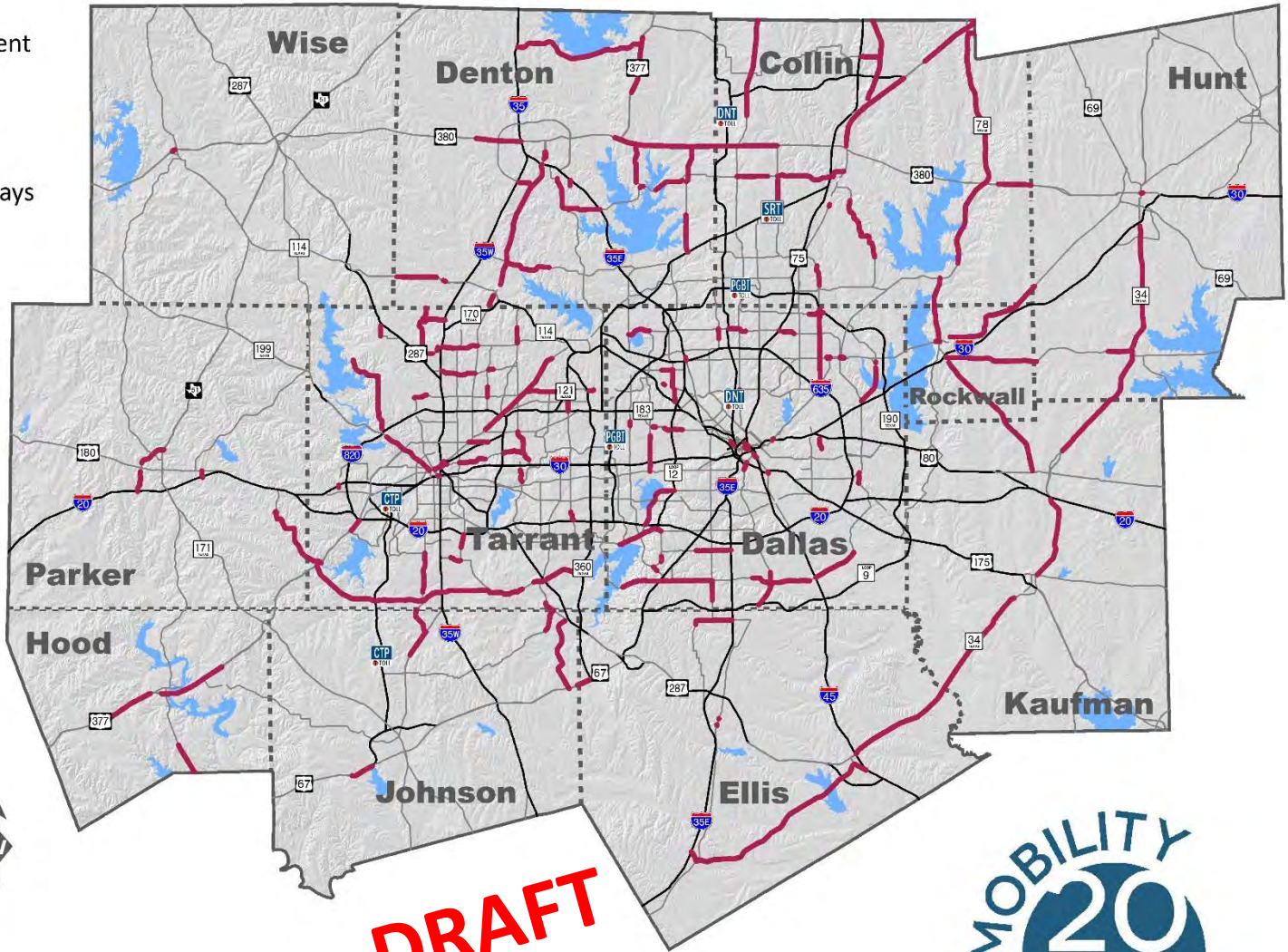
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REGION OF CHOICE

Regionally Significant Arterial Improvements

-  Capacity Improvement
-  Freeways/Tollways
-  Other Major Roadways



DRAFT



REGION OF CHOICE

2016 Transportation Conformity

Purpose: Federal requirement in nonattainment areas to conduct air quality analysis on projects, programs, and policies identified in transportation plans, transportation improvement programs, federally funded projects, or projects required for federal approval

Analysis Area: Ten-County Ozone Nonattainment Area

Analysis Years: 2017, 2027, 2037, and 2040

Latest Planning Assumptions: MOVES2014 Emissions Model
2014 Registration
2014 Traffic Count Data
2014 Meteorological Data

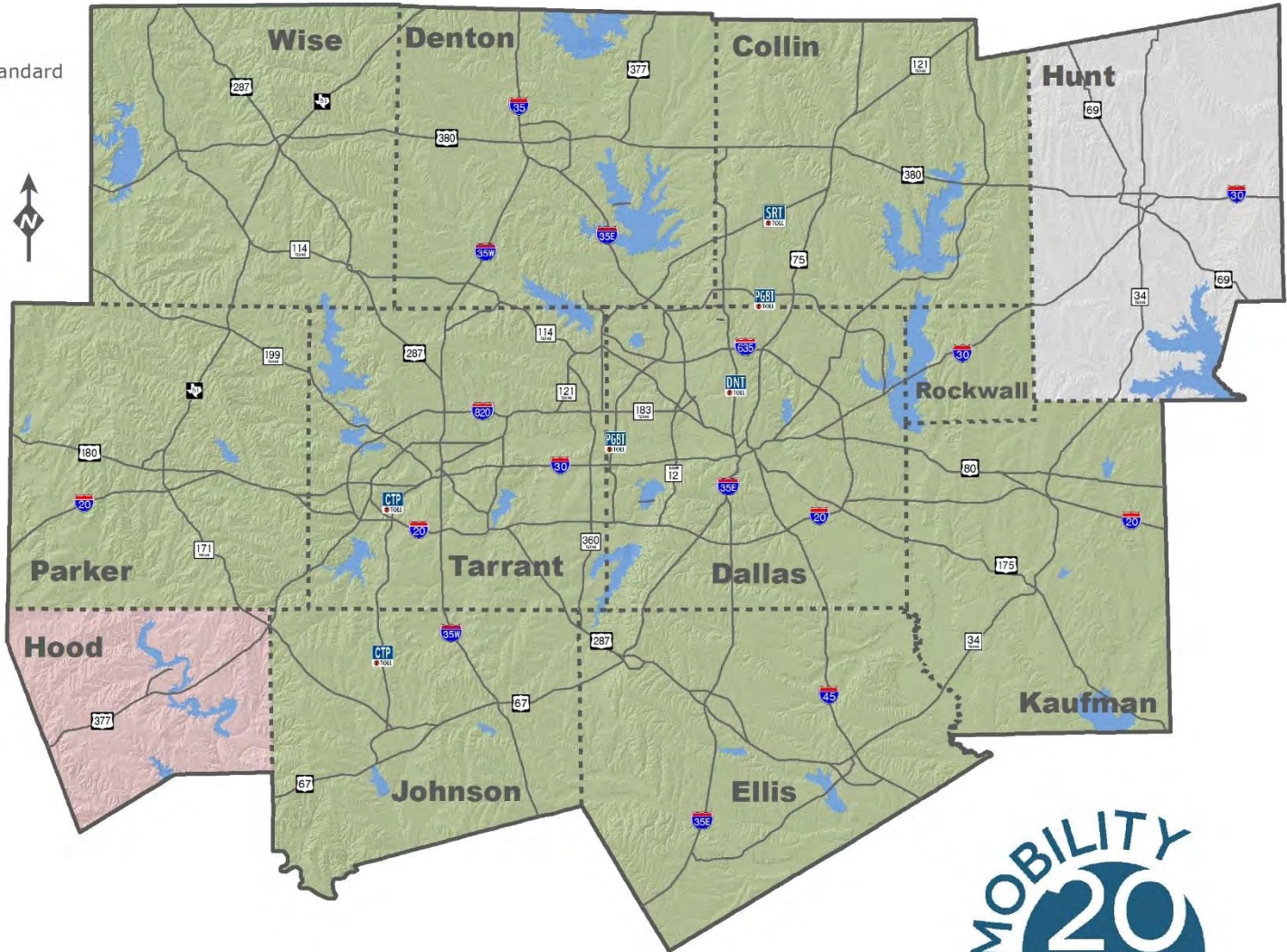
Motor Vehicle Emissions Budgets (MVEBs)*

Nitrogen Oxides (NO_x) = 148.36 tons/day

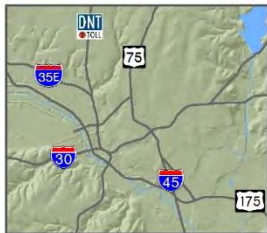
Volatile Organic Compounds (VOC) = 77.18 tons/day

2008 8-Hour Ozone Nonattainment Area

-  2008 8-Hour Ozone Standard Nonattainment Area
-  Near Nonattainment Counties
-  Metropolitan Planning Area
-  Major Roads



Dallas CBD



Fort Worth CBD



Requested Action

Staff is requesting approval from the Council to present the draft Mobility 2040 recommendations at public meetings beginning in December.

Topic	Date
RTC – Recommendations (Draft)	December 10
Public Meetings – Recommendations (Draft)	December 14, 15, 16
Public Meetings – Recommendations (Draft)	January 7, 12, 13
RTC – Recommendations (Draft)	January 14, 2016
STTC – Final Recommendations (Information)	January 22
Public Meetings – Final Recommendations	February
RTC – Final Recommendations (Information)	February 11
STTC – Action (Recommended Plan Adoption)	February 26
RTC – Action (Plan Adoption)	March 10
Air Quality Conformity Determination	June

Contact Information

To find out more about Mobility 2040:

www.nctcog.org/mobility2040

email questions or comments to:

mobilityplan@nctcog.org

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Chad McKeown, AICP

Program Manager

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MTP Policy Bundle: Voluntary Measures

	Action	AREA	NAME	POLICY	AGENCIES TO ADOPT OR IMPLEMENT					
					CITIES	COUNTIES	TXDOT	NTTA	TRANSIT AGENCIES	ISDs
Existing Policy Tied to Funding										
1	Governing Body Approval	AIR QUALITY	Clean Fleet	Required for clean fleet funding as contained in RTC Resolution R14-10 . Establish a framework for reducing emissions, reducing fuel consumption, partnering with NCTCOG/DFW Clean Cities, and training staff.	X	X	X	X	X	X
Proposed Policies for Bundling										
1	Joint Staff Coordination	TRAVEL DEMAND MANAGEMENT	Employer Trip Reduction Program	Request local agency staff and NCTCOG staff to meet with all major employers (defined as employers with 250 or more employees) to discuss and encourage the implementation of voluntary Employer Trip Reduction Programs.	X	X				
2	Joint Staff Coordination	SAFETY	Wrong-Way Driving	Work with NCTCOG Staff and RTC to implement safety strategies to reduce wrong-way driving crashes.	X	X	X	X	X	X
3	Joint Staff Coordination	SECURITY	Securing Transportation Infrastructure	Participate in the identification and development of a security plan for the top 10 regionally identified transportation infrastructure components.	X	X	X	X	X	
4	Joint Staff Coordination	OPERATIONS	Integration	Integrate all traffic operations systems between public sector entities, including sharing of data and video.	X		X	X	X	
5	Joint Staff Coordination	OPERATIONS / SAFETY	Copper Theft	Coordinate and share best practices to prevent copper wire theft supporting the operations and illumination of transportation infrastructure.	X	X	X	X	X	
6	Joint Staff Coordination	SUSTAINABLE DEVELOPMENT	Parking Management	Work with NCTCOG staff to identify and develop parking management strategies within areas of higher density or trip generation. Strategies would include smart parking management policies to reduce excessive traffic circulation and to set standards for supply ratios that might encourage alternative modes of transportation such as: transit, shared parking, on-street parking provisions, bicycle parking, parking management technologies, parking districts, etc.	X				X	
7	Joint Staff Coordination	SUSTAINABLE DEVELOPMENT	Safe Access to Schools	Engage TxDOT, the city, and all Independent School Districts within their jurisdiction agreeing to partner, to prepare and implement Safe Routes to School (SRTS) plans for existing and future schools, to address the 5 E's of engineering, education, enforcement, encouragement, and evaluation. Plans would include topics such as traffic operations, safety, bicycle, and walking access, etc.	X	X	X			X
8	Joint Staff Coordination	FREIGHT	Railroad Safety	Improve railroad safety through public education, innovation, and partnering with local governments to address railroad crossing safety improvements.	X	X	X		X	X
9	Governing Body Approval	SAFETY	Traffic Incident Management	Require a comprehensive, coordinated, interagency approach to traffic incident management in the North Texas region modeled after RTC Resolution R08-10 . This includes tracking performance measures based on regional definitions, collecting data, and monitoring progress (applies to local governments that respond to freeway incidents).	X	X	X	X		
	Governing Body Approval	SUSTAINABLE DEVELOPMENT	Urban Land-Use Strategies	Encourage form-based design, increased density, diversity of land uses, and multi-modal transportation options for areas of infill, redevelopment, historic main streets, and/or that are transit oriented.	X	X				
	Governing Body Approval	SUSTAINABLE DEVELOPMENT	Rural Land-Use Strategies	Develop strategies to protect rural land use and reduce suburban sprawl.	X	X				
10	Governing Body Approval	SUSTAINABLE DEVELOPMENT	Land-Use Strategies	Develop sustainable land use strategies to support urban, rural, and suburban communities. A) Encourage form-based design, increased density, diversity of land uses, and multi-modal transportation options for areas of infill, redevelopment, historic main streets, and/or that are transit oriented, B) Develop strategies to protect rural land use and reduce suburban sprawl, or C) Encourage strategies that support areas of conservation, partnered with strategic economic growth and density.	X	X				
11	Governing Body Approval	SUSTAINABLE DEVELOPMENT	School Siting Coordination	Engage TxDOT, the city, and all Independent School Districts within their jurisdiction to collaborate on the ISD's growth plans, the city's Comprehensive Plan, and other general coordination. Discussions should be had regarding school siting, safety, etc.	X	X	X			X
12	Governing Body Approval	ROADWAYS	Complete Streets	Implement a local Complete Streets Policy including, but not limited to, the following: vision and intent, applicability, design, and implementation strategy.	X	X	X			
13	Governing Body Approval	ROADWAYS	State Urban Thoroughfare Revitalization	Implement land-use and transportation programs and policies to revitalize and redevelop aging infrastructure (at least 20+ years old) to provide context sensitive solutions for urban thoroughfares on the state roadway systems and other important community roadways that have significant development of commercial, retail, and other uses.	X	X	X			
14	Governing Body Approval	ENVIRONMENTAL	Stormwater Management	Implement sustainable stormwater practices for transportation improvements and site development to promote improved water quality, flood control, and reduced run-off effects.	X	X	X	X	X	X
15	Governing Body Approval	AIR QUALITY	Clean Construction	Encourage use of lower-emission construction equipment on transportation projects which are awarded federal funding by the RTC and conduct comparison studies to compare regular contracts.	X	X	X	X	X	X
16	Governing Body Approval	TRANSIT	Transit Funding: Level 1	Allocate local funds to support public transit (e.g., participate as a member of a transit authority, contract for transit service, build transit-oriented developments).	X	X			X	
17	Ordinance	AIR QUALITY	Idling Restrictions	Implement and enforce Locally Enforced Motor Vehicle Idling Limitations, consistent with RTC Resolution R08-03 , which limits the idling of certain vehicles to 5 minutes or less and provides for enforcement mechanisms.	X	X				X
18	Ordinance	FREIGHT	Freight-Oriented Development	Enhance freight-oriented land-use sustainability by requiring local governments to adopt compatible zoning requirements to property adjacent to freight-oriented development land uses.	X					
19	Ordinance	AVIATION	Unmanned Aircraft Systems	Implement operational restrictions and other requirements of Unmanned Aircraft Systems (UAS) around regionally significant aviation facilities.	X	X				
20	Election	TRANSIT	Transit Funding: Level 2	Participate in some form of membership with a transportation authority that results in rail transportation investments and more efficient land-use development.	X	X			X	
Total					20	17	12	7	10	7
Need 50% of Eligible Policies					10	8	6	3	5	3

Joint Staff Coordination: Regional Transportation Council staff and local agency staff work together to implement and encourage within the region. **Governing Body Approval:** Resolution, Court Order, Minute Order or other instrument reflecting governing body approval. **Ordinance:** Ordinance or other locally enforceable rule or law. **Election:** Requires an election in order to implement.

90 - 120 Day Public Transit Contingency Plan				
Location	Entity Responsible	Amount ¹	Source	Type of Transaction/Action
South Collin County Area (Metro)	RTC	< \$500,000	Regional Toll Revenue for Transit Sustainability	Fund transit operations
McKinney Urban Area	TAPS/FTA	< \$100,000 ²	Regional Toll Revenue for Transit Sustainability or FTA funds	<ol style="list-style-type: none"> 1. Assist the City of McKinney with Direct Recipient Status 2. Work with FTA to access federal funds for operations 3. Fund operations, if necessary
North/Rural Collin County	TxDOT	\$45,000	Regional Toll Revenue for Transit Sustainability	TxDOT/COG Partnership: Loan TxDOT or provider funding
Wise County	TxDOT	\$30,000	Regional Toll Revenue for Transit Sustainability	TxDOT/COG Partnership: Loan TxDOT or provider funding

¹ Assumes vehicles assigned to TAPS are reassigned

² Limited by City of McKinney local matching funds

AGENDA

Regional Transportation Council Multimodal/Intermodal/High Speed Rail/Freight Subcommittee

Thursday, December 10, 2015
North Central Texas Council of Governments

- 11:00 – 11:05** 1. **Introductions & Agenda Review**
 Action Possible Action Information Minutes: 5
 Presenters: Chairman Rob Franke
 Item Summary: Chairman Franke will review the agenda and today's meeting purpose.
- 11:05 – 11:20** 2. **Mobility 2040 Plan – High Speed Rail**
 Action Possible Action Information Minutes: 15
 Presenter: Kevin Feldt, NCTCOG
 Item Summary: Presentation and discussion regarding NCTCOG staff recommendations for High Speed Rail in the Mobility 2040 Plan.
- 11:20 – 11:35** 3. **Presentation by TxDOT Rail Division on Statewide High Performance Passenger Rail Corridor Studies**
 Action Possible Action Information Minutes: 15
 Presenter: Erik Steavens, TxDOT Rail Division
 Item Summary: Presentation regarding recent progress on intercity passenger rail efforts and opportunities, including the Houston to Dallas section of the Dallas-Fort Worth High Speed Rail EIS, the Dallas to Fort Worth HSR Core Express Service project and the Texas-Oklahoma Passenger Rail Study (TOPRS).
- 11:35 – 11:50** 4. **Presentation by Texas Central Partners on Houston to Dallas High Speed Rail Project**
 Action Possible Action Information Minutes: 15
 Presenter: Travis Kelly, Texas Central Partners
 Item Summary: Presentation by representatives of Texas Central Partners on recent progress on the Dallas-Houston High Speed Rail EIS and public involvement efforts.
- 11:50 – 12:10** 5. **High Speed Rail Discussion with Secretary of Transportation Anthony Foxx**
 Action Possible Action Information Minutes: 20
 Presenter: Michael Morris, NCTCOG
 Item Summary: Presentation regarding recent progress on intercity passenger rail efforts and opportunities, including the Dallas-Fort Worth High Speed Rail EIS and the Texas-Oklahoma Passenger Rail Study (TOPRS).

12:10 – 12:25 6. **Dallas-Fort Worth High Speed Rail Project Next Steps**
 Action Possible Action Information Minutes:15
Presenter: Michael Morris, NCTCOG: Erik Steavens, TxDOT
Item Summary: NCTCOG and TxDOT staff will provide information
 regarding the following: Ellis County Community
 Development Subregional Planning Commission,
 communications partnership with Texas Central Partners,
 reappointment of the Commission for High Speed Rail in the
 Dallas/Fort Worth Region, and next steps following the
 Environmental Impact Statement.

12:25 – 12:30 7. **Subcommittee Next Steps & Future Agenda Items**
 Action Possible Action Information Minutes: 5
Presenter: Chairman Rob Franke
Item Summary: The Subcommittee will discuss action items, future agenda
 items and potential dates for future Subcommittee meetings.

DRAFT

January 14, 2016

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

Dear Mr. Attorney General:

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 resulting from the Texas Attorney General's lawsuit against Volkswagen Group of America, Inc. and Audi America, LLC be distributed equitably to Texas nonattainment counties. These settlement funds would be earmarked to implement air quality projects and/or programs to off-set the increased emissions from the diesel Volkswagen and Audi vehicles equipped with the emission test-cheat devices. This is important because the Dallas-Fort Worth region is oxides of nitrogen (NO_x)-limited, which means that 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 (MVEBs) 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 Motor Vehicle Emissions Simulator (MOVES), 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 that certain Volkswagen and Audi diesel vehicles are operating above the federally allowed NO_x emissions limits, the MVEBs developed by NCTCOG using MOVES do not include the additional emissions from these non-compliant vehicles.

NCTCOG will continue to partner with 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 Clean Air Act to the nonattainment regions will benefit all citizens of Texas through the continued improvement for air quality.

DRAFT

The Honorable Ken Paxton
Page Two

January 14, 2016

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

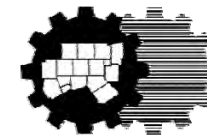
JPL:ch

cc: Anthony W. Benedict, Assistant Attorney General
Pedro Perez, Jr., Assistant Attorney General
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

STATE OF TEXAS LAWSUITS AGAINST VOLKSWAGEN GROUP OF AMERICA, INC. AND AUDI OF AMERICA, LLC

Regional Transportation Council

**Chris Klaus, Senior Program Manager
December 10, 2015**



**North Central Texas
Council of Governments**

HISTORY

In May 2014, West Virginia University's Center for Alternative Fuels, Engines and Emissions, conducted an on-road study and found two Volkswagen diesel engines exceeded the Environmental Protection Agency's (EPA) standard for emissions of Nitrogen Oxides (NO_x).

Researchers found particular model vehicles, when tested on the road, emitted up to 40 times the permitted levels of NO_x.

Installed software sensed when vehicles undergoing an emissions test, activated equipment to reduce emissions. Software turned the equipment off during regular driving to save fuel or improve performance; increasing emissions above the legal limits.

AFFECTED DIESEL VEHICLES

September 2015: EPA ordered Volkswagen to recall seven American car models



VOLKSWAGEN
Jetta
2009 to 2015



VOLKSWAGEN
Beetle and Beetle Convertible
2012 to 2015



VOLKSWAGEN
Passat
2012 to 2015



AUDI
A3
2010 to 2015



VOLKSWAGEN
Jetta SportWagen
2009 to 2014



VOLKSWAGEN
Golf
2010 to 2015



VOLKSWAGEN
Golf SportWagen
2015

LEGAL ACTION

State of Texas has filed two separate lawsuits against Volkswagen of America and Audi of America:

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

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

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

DIESEL VEHICLES AFFECTED IN DFW 10-COUNTY NONATTAINMENT AREA

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

**Total vehicles registered:
5,056,847¹**

**Approximate vehicles
registered: 2,955²**

¹Texas Department of Motor Vehicle Registration Data, July 2015

²Eastern Research Group

DRAFT REGIONAL CORRESPONDENCE FOR CONSIDERATION FOR FUTURE ACTION

Letter to Texas Attorney General if a financial settlement is determined

Serve as financial assistance for implementation of air quality strategies to offset vehicle emissions

Disperse settlement to nonattainment regions in Texas

Projects and/or programs would be used in transportation conformity

RTC action will be requested next month

FURTHER INFORMATION

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Senior Program Manager
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cklaus@nctcog.org

Ken Kirkpatrick
Counsel for Transportation
817-695-9278
kkirkpatrick@nctcog.org

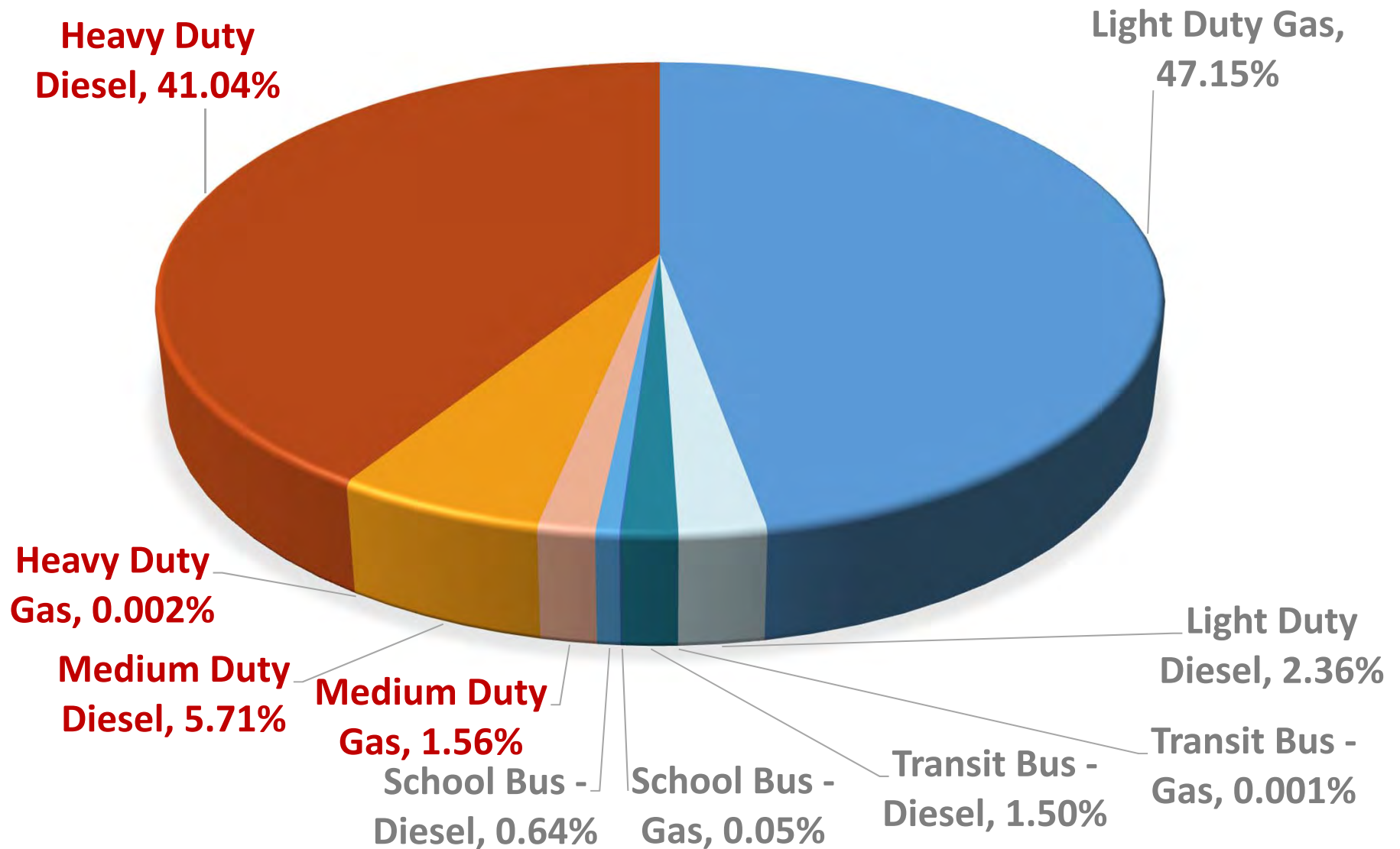
AIR QUALITY FREIGHT INITIATIVES

Regional Transportation Council

Shannon Stevenson, Program Manager
December 10, 2015



DALLAS-FORT WORTH ON-ROAD NITROGEN OXIDES (NO_x) EMISSIONS



Source: 2017 Emission Inventory developed by NCTCOG for the Dallas-Fort Worth Attainment Demonstration State Implementation Plan.

AIR QUALITY EMPHASIS AREAS

High-Emitting Vehicles/Equipment



Low Speeds

Idling



Vehicle Miles of Travel

Energy and Fuel Use



Cold Starts

Hard Accelerations

SAVING MONEY AND REDUCING TRUCK EMISSIONS (SMARTE)

Milestones

Resumed Outreach in June 2015

Contacted 400+ Drivers, Fleet Managers and Vendors Combined

Received Approximately \$68,000 In In-Kind Contributions

NCTCOG Resources

Informational Brochure

Resource Folders

Meetings and Outreach Events

Individual Technology Assistance

Funding Assistance

Engagement

Clean Fleet Policy

DFW Clean Cities Coalition

SmartWay Transport Partnership

Anti-Idling Efforts



Dallas-Fort Worth
CLEAN CITIES



www.nctcog.org/SMARTE

NORTH TEXAS IDLING LIMITATIONS AND IDLE REDUCTION INFRASTRUCTURE

Legend



Existing TSE Sites

- A - Pilot Travel Center #434
2400 Alliance Gateway
Ft Worth, TX 76177
I-35 Exit 65
- B - Exxon / DFW Oil
8181 S Lancaster Road
Dallas, TX 75241
I-20 Exit 470
- C - Flying J Travel Center #726
7425 Bonnie View Road
Dallas, TX 75241
I-20 Exit 472

Counties with Idling Limitations and Memorandum of Agreement (MOA)

Cities with Idling Limitations and MOA

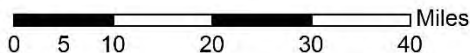
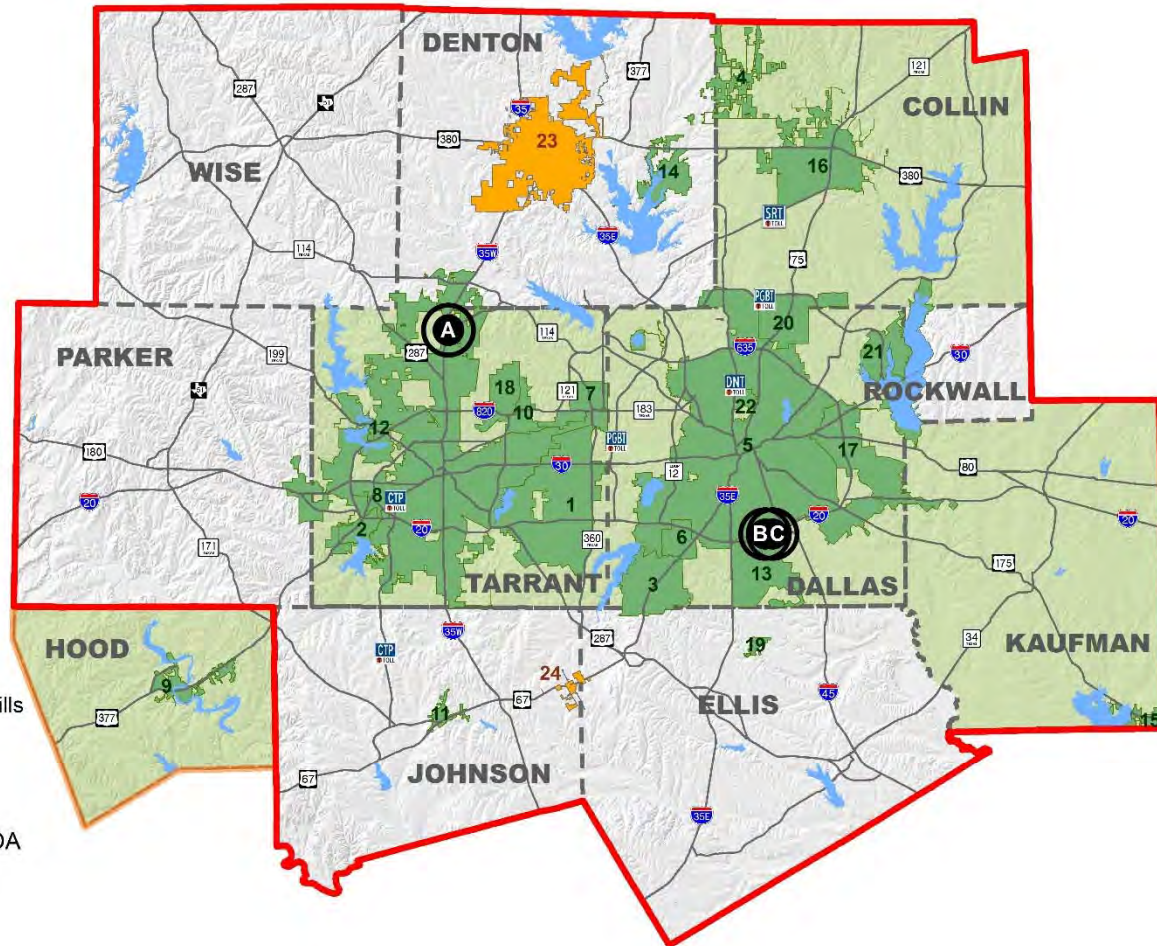
- | | |
|-----------------|---------------------------|
| 1 - Arlington | 12 - Lake Worth |
| 2 - Benbrook | 13 - Lancaster |
| 3 - Cedar Hill | 14 - Little Elm |
| 4 - Celina | 15 - Mabank |
| 5 - Dallas | 16 - McKinney |
| 6 - Duncanville | 17 - Mesquite |
| 7 - Euless | 18 - North Richland Hills |
| 8 - Fort Worth | 19 - Pecan Hill |
| 9 - Granbury | 20 - Richardson |
| 10 - Hurst | 21 - Rowlett |
| 11 - Keene | 22 - University Park |

Cities with Idling Limitations, No MOA

- 23 - Denton
- 24 - Venus

2008 8-Hour Ozone Standard Nonattainment Area

Near Nonattainment Counties



North Central Texas
Council of Governments



October 2015

TSE = Truck Stop Electrification

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE (I/M) PILOT PROGRAM

Phase 1

Evaluate the Feasibility of Incorporating Heavy-Duty Diesel Vehicles into the State's I/M Program for Reduction of NO_x Emissions
 Identify Viable Technology to be Considered for Emissions Testing of Heavy-Duty Diesel Vehicles
 Completed June 2012: www.nctcog.org/dieselreport



Phase 2

Refine On-Road Heavy-Duty Emissions Measurement System Design Developed from Phase 1
 Investigate and Test Other Remote Sensing Technologies
 Deploy Improved System to Collect Real-World Data
 Currently Underway: Expected Results Fall 2016

Streamlined Heavy-Duty Emissions Determination (SHED) Pilot Study

North Central Texas Council of Governments
 Chris Klum, Senior Project Manager
 (817) 697-7316
www.nctcog.org/transportation

AIR QUALITY (AQ) BACKGROUND

- Transportation is considered the largest nonpoint source of air quality (AQ) and mobile source emissions (MSE) in the greater DFW area.
- Improvements from existing vehicle emissions, emissions reduction technologies and vehicle safety, and advanced sensors are some of the major sources of MSE and AQ.

DALLAS-FORT WORTH AQ CHALLENGE

- The transportation sector in Dallas-Fort Worth (DFW) metropolitan planning area (MPA) contributes to the Environmental Protection Agency (EPA) nonattainment for ground-level ozone (GLO) in the DFW area. The DFW area is currently in nonattainment for ground-level ozone.
- The transportation sector is the largest source of ground-level ozone in the DFW area.
- State currently does not have a comprehensive (CMV) program for diesel vehicles.

DFW 2012 NOx Emissions Inventory by Source

POLICY FOR POTENTIAL AQ IMPROVEMENTS

- Implementation of effective CMV and/or remote sensing program for diesel vehicles, including the SHED.

VIALE METHODS FOR I/M PROGRAM

Method	Cost	Accuracy	Portability	Deployment	Operational	Compliance
On-Road HD Diesel	High	High	Low	Low	Low	High
On-Road LD Diesel	Low	Low	High	High	High	Low
Off-Road Diesel	Medium	Medium	Medium	Medium	Medium	Medium
Off-Road Gasoline	Low	Low	High	High	High	Low
Off-Road Gasoline	Low	Low	High	High	High	Low

SHED

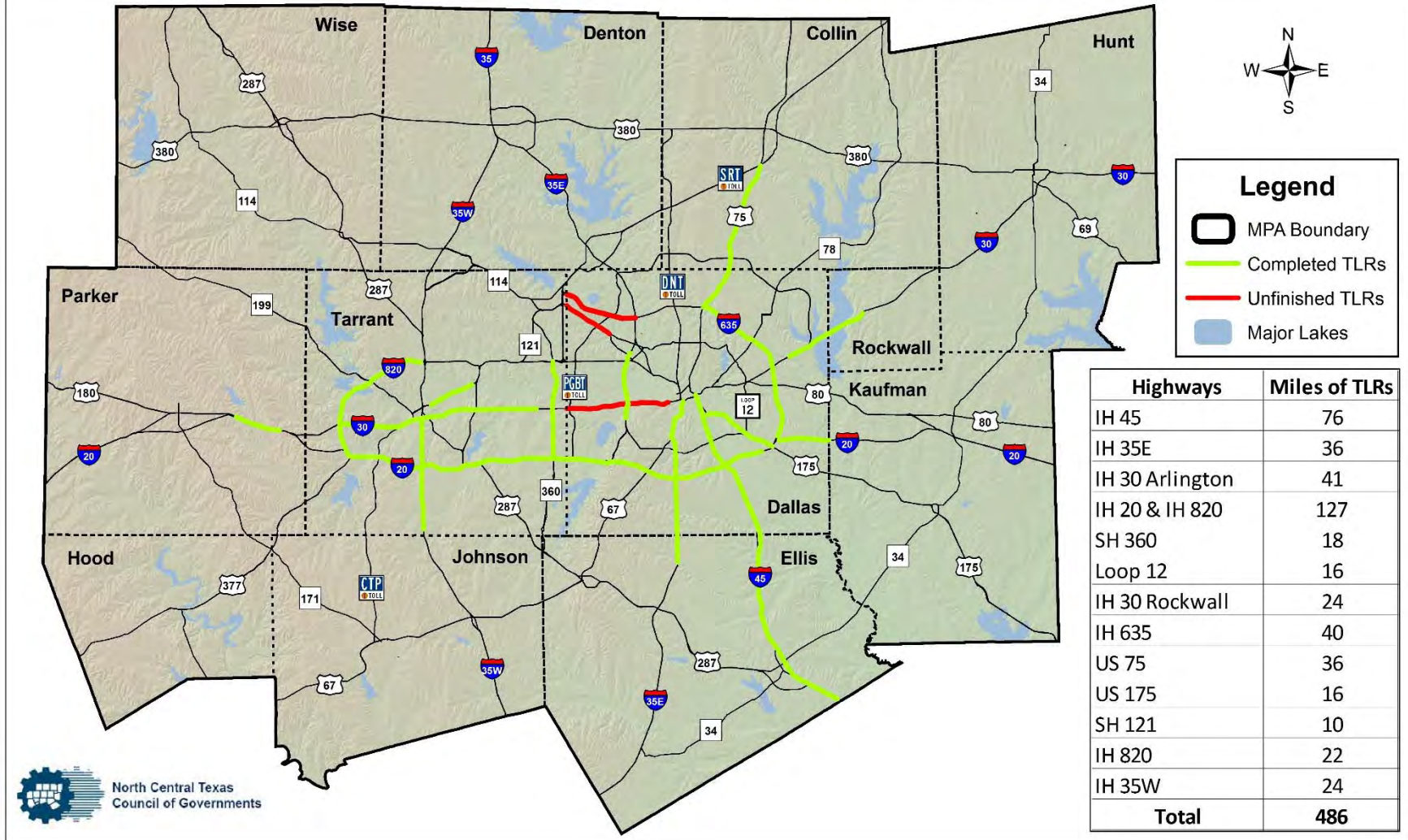
- Air quality emissions measurement technology developed for commercial fleet.
- Vehicle emissions are determined using a combination of remote sensing and a "reference" method.
- Measure vehicle emissions on average for up to 100 miles.

NEXT STEPS

- Assess the general performance of SHED testing when compared against PM10.
- Identify the most practical and cost-effective method for testing of trucks, vans, and other off-road vehicles.
- Assess the SHED testing test configuration to ensure compliance with state and federal emissions data and other requirements to be used by program agencies.

DALLAS-FORT WORTH REGIONAL TRUCK LANE RESTRICTIONS

Regional Truck Lane Restrictions (TLRs)



Total Current Truck Lane Restriction Miles = 486

COMMERCIAL VEHICLE WEIGHT ENFORCEMENT (CVE) UPDATE

New Department of Public Safety (DPS) Regulation

All Agencies that have not Received Recorded CVE Training Through DPS Must Attend an Updated DPS Training Course Before Weight Enforcements can be Conducted

Any Officer that has Completed Training as of September 2015 will be Allowed to Continue Weight Enforcement Activities Through December 2016; After this Date the Officer will Need to Attend the Revised DPS Training



CONTACT INFORMATION

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Air Quality Information: www.nctcog.org/airquality

**Regional Transportation Council Attendance Roster
December 2014 - November 2015**

RTC MEMBER	Entity	12/11/14	1/8/15	2/12/15	3/12/15	4/9/15	5/14/15	6/11/15	7/9/15	8/13/15	9/10/15	10/8/15	11/12/15
Monica R. Alonzo (07/15)	Dallas	--	--	--	--	--	--	--	P	P	P	P	P
Bruce Arfsten (08/15)	Addison	--	--	--	--	--	--	--	--	P	P	E(R)	P
Douglas Athas (06/13)	Garland	P	P	P	P	P	P	E	P	P	P	P	P
Brian Barth (09/13)	TxDOT, FW	P	P	P	P	E(R)	P	P	P	P	E(R)	P	P
Carol Bush (01/15)	Ellis Cnty	--	P	P	E(R)	P	P	E	P	P	E	P	A
Mike Cantrell (1/07)	Dallas Cnty	P	P	P	A	P	P	P	P	A(R)	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	E	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	E(R)	P	E	P	E(R)	A	P
Robert Franke (1/08)	Cedar Hill	P	P	E	P	E	P	P	P	P	E(R)	P	P
Sandy Greyson (11/11)	Dallas	P	P	P	E	P	P	P	E	P	P	P	P
Mojoy Haddad (10/14)	NTTA	A	P	P	P	P	A	P	A	P	P	P	A
Roger Harmon (1/02)	Johnson Cnty	P	P	E(R)	E(R)	P	P	E(R)	E	P	P	E	P
Clay Jenkins (04/11)	Dallas Cnty	P	P	P	A	P	P	P	E	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	A(R)	P	P	P	P	A(R)	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	E	P	P	P	P
Lee Kleinman (09/13)	Dallas	P	E	E	E	E	P	P	E	P	P	P	E
Stephen Lindsey (10/11)	Mansfield	P	P	P	P	P	E	P	P	P	P	P	P
Brian Loughmiller (04/15)	McKinney	--	--	--	--	P	P	A	A	A(R)	P	A(R)	P
David Magness (06/13)	Rockwall Cnty	E	P	P	A	P	P	P	P	P	P	A	P
Scott Mahaffey (03/13)	FWTA	P	P	P	P	P	P	P	E(R)	P	P	P	E(R)
Matthew Marchant (07/08)	Carrollton	P	P	P	A	P	P	P	P	A	P	P	P
Maher Maso (10/08)	Frisco	E(R)	P	P	A	E	E(R)	E(R)	P	P	E(R)	P	P
Cary Moon (06/15)	Fort Worth	--	--	--	--	--	--	A	P	E	P	P	P
Stan Pickett (06/15)	Mesquite	--	--	--	--	--	--	P	P	P	P	E(R)	P
Mark Riley (1/09)	Parker Cnty	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Roden (6/14)	Denton	A	P	P	A	P	P	P	P	P	P	P	E
Amir Rupani (11/14)	Dallas	P	A	P	P	P	P	P	P	P	P	P	P
Kelly Selman (02/15)	TxDOT, Dallas	--	--	P	P	E(R)	P	P	P	P	P	P	E(R)
Gary Slagel (11/15)	DART	--	--	--	--	--	--	--	--	--	--	--	P
Lissa Smith (6/12)	Plano	P	P	P	P	E	P	P	P	P	P	P	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	P	P	E(R)	P	P	P	E	P	P
Oscar Trevino (6/02)	Nrth Rch Hills	P	P	P	A	P	E(R)	P	E(R)	P	P	P	P
William Velasco (11/11)	Dallas	A	P	E	P	P	E	A	P	P	E	E	P
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	P	P	P	P	P	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster
December 2014 - November 2015**

RTC MEMBER	Entity	12/11/14	1/8/15	2/12/15	3/12/15	4/9/15	5/14/15	6/11/15	7/9/15	8/13/15	9/10/15	10/8/15	11/12/15
Bernice Washington (4/09)	DFW Airport	E	P	P	E(R)	P	P	E(R)	P	P	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	E(R)	P	P	P	E(R)	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	P	P	P	E	P	P	E	P	E	P	E(R)
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P
Jeff Williams (10/15)	Arlington	--	--	--	--	--	--	--	--	--	--	P	P
Erik Wilson (07/15)	Dallas	--	--	--	--	--	--	--	P	P	P	P	P
Zim Zimmerman (9/12)	Fort Worth	P	P	P	P	P	P	P	E(R)	A(R)	P	A(R)	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)

local motion

A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

December 2015 | nctcog.org/localmotion

Meetings

December 2, 8:30 am
TRTC

Fort Worth Intermodal
Transportation Center
1001 Jones St.
Fort Worth, TX 76102

December 4, 11 am

DRMC Meeting

North Texas Tollway Authority
5900 W. Plano Parkway
Plano, TX 75093

December 4, 1:30 pm*

**Surface Transportation
Technical Committee**

NCTCOG
911 Training Room
600 Six Flags Drive
Arlington, TX 76011

December 10, 1 pm

Regional Transportation Council

NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

* The November and December
meetings are combined due to
the holidays.

Voters approve Proposition 7 to boost roads

Voters overwhelmingly approved Proposition 7, a constitutional amendment intended to boost transportation funding and help Texas navigate the changes brought on by continued population growth and economic expansion. The measure was approved by 83 percent of Texans who cast ballots Nov. 3 to decide seven amendments to the state constitution. All of them passed.

In September 2017, Proposition 7 will earmark \$2.5 billion from state sales tax for transportation once revenue tops \$28 billion. By September 2019, 35 percent of the proceeds from the motor vehicle sales tax will also be directed to the State Highway Fund, when it exceeds the first \$5 billion in that fiscal year. This fund is expected to accumulate \$250 million-\$500 million per year for transportation.

The money provided by Proposition 7 will be limited to non-tolled roadway facilities. The additional funding moves the Texas Department of Transportation toward the goal of adequate highway funding without additional fuel taxes. The Proposition 7 vote came just a year after the passage of Proposition 1, an amendment that earmarks a portion of oil and gas severance taxes for the transportation system.

Combined with the decision to end the diversion of some money from the transportation fund, these measures show lawmakers are serious about providing TxDOT with the revenue it needs to fulfill maintenance responsibilities and keep roads from worsening.

In a separate development, the projections for Proposition 1 funding for fiscal years 2016 and 2017 have been adjusted because of changes to the comptroller's revenue estimates. The current fiscal year saw Proposition 1 funding for the region decrease to \$240 million. Next fiscal year, the region is set to receive \$131 million.

For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department.



North Central Texas
Council of Governments

our region

Plano named Partner of the Year for air quality efforts



The city of Plano was named Air North Texas Partner of the Year last month in recognition of its efforts to improve air quality through innovation over the past year.

Plano implemented a comprehensive outreach and communications plan that included events, social media and employee engagement.

The city celebrated the month of June as Be Air Aware Month and promoted it to residents through social media, electronic newsletters and utility bill inserts.

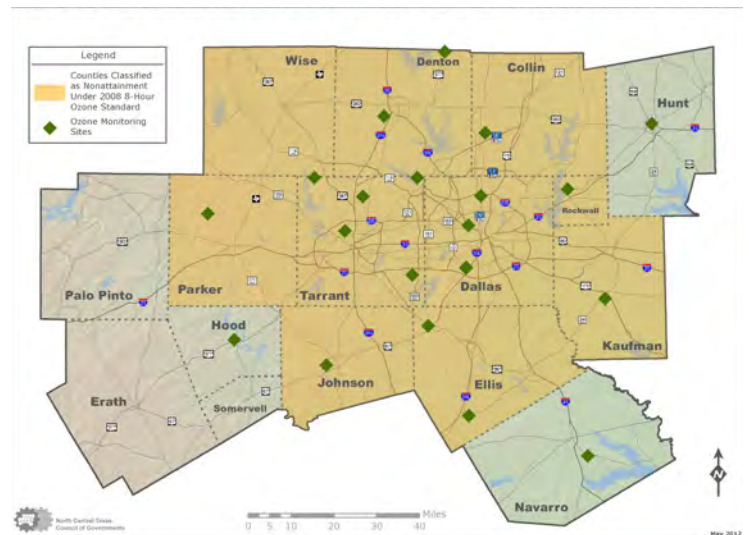
During the month, residents participated in events highlighting clean air choices such as a kickoff party for families, a film screening, and solar car workshops and races. Also in June, Plano hosted its first Clean Air Party to encourage city employees to observe Clean Air Action Day, a regional event held on the first Friday of summer every year to encourage North Texans to make clean air commitments. Plano has also integrated the new Air North Texas mascot, Arlo the Airmadillo, into its outreach plans, featuring him on social media and at community events.

The city of Grand Prairie was honored for outstanding outreach and outstanding initiative for organizing an Arlo photo contest, an art contest for students, a Clean Air Challenge for local businesses and a Clean Air Party for city employees. These efforts were supported by a strong Air North Texas presence at community events and consistent social media coverage that encouraged residents to make clean air choices to reduce emissions throughout the year.

For the first time since joining Air North Texas, the University of North Texas Health Science Center received an award, earning recognition for outstanding partner involvement. The Health Science Center's advocacy efforts helped with recruiting the University of Texas Southwestern Medical Center for partnership.

In addition, the Health Science Center hosted the North Central Texas Council of Governments at its annual Earth Day Celebration, participated in the city of Fort Worth's Bike to Work Day in May and continued a program with The T to subsidize bus and train e-passes for students and employees. (Continued on Page 3)

10-County Nonattainment Area



FROM PAGE 2

Fort Worth recognized for media engagement efforts

Hood County Clean Air Coalition was awarded outstanding advertising for using a series of three public service announcements to promote clean air commitments that ran daily on Granbury TV from March through August.

Additionally, one of these PSAs aired regularly on local radio station KTFW 92.1, reaching listeners in parts of 12 counties. Thousands of residents have learned about ways to reduce emissions thanks to these efforts, which are supported by the coalition's quarterly newsletter and community events.

Finally, the city of Fort Worth was recognized for outstanding media engagement for publishing three Air North Texas articles on its online subscription news offerings, informing residents about the start of ozone season in March and ways to participate in Clean Air Action Day.

For information on the program and to find out how to become a partner, visit AirNorthTexas.org.

public involvement

Staff seeks input on Mobility 2040

NCTCOG staff will seek public input on preliminary draft Mobility 2040 recommendations and discuss air quality during public meetings at 6:30 pm Dec. 14 in Denton, 6:30 pm Dec. 15 in Richardson and 2:30 pm Dec. 16 in Fort Worth.

NCTCOG is required to maintain a long-range plan for the region's multimodal transportation system covering a time horizon of at least 20 years. Public input on Mobility 2040 is essential as NCTCOG continues to develop the plan, expected to be adopted early next year.

At the meetings, major roadways, transit projects and bicycle and pedestrian infrastructure will be highlighted along with a program to encourage local agency adoption of transportation-related policies as the region determines how to balance expected population increases and congestion with available funding.

In addition, staff will provide a summary of the 2015 ozone season and the air quality programs in the region, as well as information on the Environmental Protection Agency's new, more stringent ozone standard. Because 10 Dallas-Fort Worth counties do not meet the federal air quality standard for the pollutant ozone, NCTCOG implements various projects and programs in the region to improve air quality and protect public health.

AirCheckTexas Drive a Clean Machine and proposed modifications to the list of funded projects maintained in the Transportation Improvement Program will also be highlighted at the meetings.

Following the public meeting in Fort Worth, a video recording will be online at NCTCOG.org/input, where more information about the sessions is available.

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partners

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DART.org

Denton County
Transportation Authority
DCTA.net

North Texas Tollway Authority
NTTA.org

The Fort Worth
Transportation Authority
The-T.com

Texas Department
of Transportation
TxDOT.gov

42 percent

Residents who want to add or improve rail or bus service in their home cities, according to a NCTCOG Mobility 2040 survey.

polycymakers —

2 DFW firms earn top environmental marks

Plano-based Frito Lay and Kimberly Clark of Irving recently received the SmartWay® Excellence Award in recognition of their leadership in freight environmental performance. Given annually by the Environmental Protection Agency, SmartWay Excellence Awards honor top truck and multimodal carrier partners that are setting efficiency benchmarks in how they move products and supplies. The SmartWay Transport Partnership is a market-driven initiative that empowers businesses to move goods in the cleanest, most energy-efficient way while protecting public health and improving local air quality. Learn more about regional SmartWay initiatives at NCTCOG.org/smartway.

Survey: Support shown for expanded options

Fifty-eight percent of respondents to a survey for Mobility 2040, the region's new long-range transportation plan, said transportation or a lack of transportation had influenced one of their major life decisions. This information is helping planners prepare multimodal project recommendations for a region that is forecast to add more than 3 million people by 2040. The survey also showed support for improving access to public transportation, with 42 percent of respondents indicating they would like to add or improve rail and bus access in their home cities and another 22 percent wanting to expand rail access only. More than 1,200 people took the survey, which was available online in English and Spanish from the end of September until November. Full results of this survey and an earlier Mobility 2040 survey are available at NCTCOG.org/Mobility2040.

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.