

AGENDA

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

Friday, July 28, 2017

North Central Texas Council of Governments

- 1:30 pm Full STTC Business Agenda
(NCTCOG Guest Secured Wireless Connection Password: rangers!)**
- 1:30 – 1:35** 1. **Approval of June 23, 2017, Minutes and Recognition of Members**
 Action Possible Action Information Minutes: 5
 Presenter: Todd Plesko, STTC Chair
 Item Summary: Approval of the June 23, 2017, meeting minutes contained in [Reference Item 1](#) will be requested, and members concluding their service on the Surface Transportation Technical Committee will be recognized.
 Background: N/A
- 1:35 – 1:35** 2. **Consent Agenda (There are no items on the Consent Agenda)**
 Action Possible Action Information Minutes: 0
- 1:35 – 1:45** 3. **Traffic Signal Data Sharing Grant Program and 511DFW/Waze Grant Program Awards**
 Action Possible Action Information Minutes: 10
 Presenter: Tom Bamonte, NCTCOG
 Item Summary: Staff will seek a recommendation for Regional Transportation Council (RTC) approval of awards for the Traffic Signal Data Sharing and 511DFW/Waze grant programs.
 Background: The RTC approved two \$250,000 grant programs to encourage regional partners to make their traffic signal data and highway and traffic condition data accessible to connected vehicle developers, travel navigation services, and other public entities. The RTC also approved evaluation criteria for the programs, provided in [Electronic Item 3.1](#). [Reference Item 3.2](#) lists the applicants for the Traffic Signal Data Sharing grant program and the recommended awards. [Reference Item 3.3](#) lists the applicants for the 511DFW/Waze grant program and the recommended awards.
- 1:45 – 1:55** 4. **Air Quality Project Funding**
 Action Possible Action Information Minutes: 10
 Presenter: Bailey Muller, NCTCOG
 Item Summary: Staff will request a recommendation for Regional Transportation Council (RTC) approval of funding for three different air quality projects.
 Background: Staff will present a proposal to allocate funding from an existing Congestion Mitigation and Air Quality Improvement Program (CMAQ) project for a zero-emission vehicle rebate for local governments. The rebate will be offered in conjunction with the Fleets for the Future project to streamline and leverage the two efforts.

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

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

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

1:55 – 2:05

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

Action Possible Action Information Minutes: 10

Presenters: Michael Morris and Christie Gotti, NCTCOG

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

Background: In 2015, the RTC approved Proposition 1 funding for Fiscal Year (FY) 2015-FY2019. Since that time, the Texas Department of Transportation (TxDOT) combined Proposition 1 funding into several regular funding categories (Categories 1, 2, 4, and 11), and funding allocations to the region were reduced to match actual funding receipts. Therefore, the RTC adjusted funding for affected projects through the Regional 10-Year Plan approval in December 2016. As projects have been implemented or are finalized for letting, cost overruns and underruns have arisen creating the need to adjust funding between projects again. [Reference Item 5.1](#) summarizes the proposed changes by project.

In addition, as the Texas Legislature did not authorize IH 635 East as a Comprehensive Development Agreement, TxDOT and the RTC must develop a new funding partnership to implement this project. The first step in this process is to reallocate existing, toll-eligible funding (i.e., Category 2 funds) from the Regional 10-Year Plan to the first phase of IH 635 East; the section from US 75 to Royal/Miller (Phase 1), which will be built with tolled managed lanes. [Reference Item 5.2](#) summarizes the proposed changes by project and county needed to fully fund IH 635 East Phase 1. Please note that total funding allocated to each project and county is

maintained. The changes represent only shifts in the type of funding/category assigned to each project or county.

2:05 – 2:15

6. **Clean Air Action Day Results**

Action Possible Action Information Minutes: 10

Presenter: Mindy Mize, NCTCOG

Item Summary: Staff will provide Clean Air Action Day participation results.

Background: Air North Texas' Clean Air Action Day was June 23, 2017. North Texans and Surface Transportation Technical Committee (STTC) member organizations participated by making clean air choices. Participation statistics have been compiled and will be presented. Additionally, staff will provide a brief update on other activities held that day. The winner of the STTC Clean Air Action Day Challenge has been determined and will be recognized.

2:15 – 2:25

7. **Potential Transportation Alternatives Program Funds Lapse**

Action Possible Action Information Minutes: 10

Presenter: Ken Bunkley, NCTCOG

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

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

As of July 10, 2017, \$3.6 million of the FY2014 funding has obligated in FY2017, and \$4.6 million in federal TAP funds could potentially lapse on September 30, 2017. North Central Texas Council of Governments (NCTCOG) staff is continuing to coordinate with the Texas Department of Transportation and local agencies to identify project status and their ability to obligate funds by September 30, 2017.

A listing of all of the TAP projects and their current status is provided as [Electronic Item 7](#). NCTCOG staff requests that Surface Transportation Technical Committee members coordinate within their cities/agencies to ensure that their project(s) are advancing as expeditiously as possible.

2:25 – 2:35

8. **Joint Land Use Study Project**

Action Possible Action Information Minutes: 10

Presenter: Dan Kessler, NCTCOG

Item Summary: The Committee will hear an update on the Regional Joint Land Use Study (JLUS) being conducted for four military installations and surrounding communities in North Texas, as well as updates on transportation projects underway around the Naval Air Station (NAS) Fort Worth Joint Reserve Base (JRB).

Background: A JLUS identifies and recommends strategies to address land-use issues that may limit a military installation's ability to operate. During a JLUS, the cities and counties surrounding the military installation work with the installation to plan and carry out specific actions that will promote compatible community and economic growth. Draft recommendations have been developed for each installation as well as a regional list of priorities, which are included as [Electronic Item 8](#). Following a series of previous studies around NAS Fort Worth JRB, a number of transportation needs have been identified and planning, design, and construction has begun, which will be highlighted at the meeting.

2:35 – 2:45

9. **DFW Connector Pilot Program Update**

Action Possible Action Information Minutes: 10
Presenters: Ken Kirkpatrick, Amanda Wilson, and Mindy Mize, NCTCOG
Item Summary: The Committee will be briefed on the initiation of additional marketing activities in the DFW Connector corridor consistent with previous Regional Transportation Council (RTC) approval.

Background: The RTC initiated the DFW Connector Pilot Program in coordination with the Texas Department of Transportation (TxDOT). The purpose of the pilot is to develop strategies to increase TollTag usage and apply successful techniques in the IH 35W corridor to reduce TxDOT's toll collection risk. Increasing TollTag usage not only saves money for drivers in the form of lower tolls, it also lowers the cost of collection for the public sector. The first phase of the pilot was to increase the pay-by-mail surcharge to create a market incentive for drivers to obtain TollTags. This was done at no cost to the public sector. The RTC approved a second phase of the pilot for up to \$300,000 in additional marketing and outreach activities to test the following ideas: additional TollPerks for new TollTag customers, prize giveaways, preloaded TollTags in targeted areas, and potentially TollTag sales at inspection stations and/or car dealerships in targeted areas. The North Texas Tollway Authority (NTTA) is partnering with the RTC in carrying out these marketing ideas. NCTCOG's Executive Board authorized a contract with NTTA to carry out these initiatives in June 2017. Marketing activities will begin this month.

2:45 – 2:55

10. **Volkswagen Settlement Update**

Action Possible Action Information Minutes: 10
Presenter: Lori Clark, NCTCOG
Item Summary: Staff will provide an update on the status of initiatives established as a result of the Volkswagen Clean Air Act civil settlements.

Background: To date, Volkswagen Clean Air Act civil settlements have resulted in \$4.7 billion to fund two initiatives which will provide for implementation of new emissions-reducing projects: the

Zero-Emission Vehicle Investment and the Environmental Mitigation Trust. Staff will provide an update on the status of each initiative, including a briefing of a recent workshop in Austin. In follow up to the workshop, previously submitted Regional Transportation Council comments were forwarded to the Governor's office. This correspondence is available in [Electronic Item 10.1](#). In order to gauge level of interest, local governments will be asked to provide feedback on various mitigation actions under the Environmental Mitigation Trust. Details on eligible mitigation actions are included in [Electronic Item 10.2](#).

- 2:55 – 3:05** 11. **Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects: Process and Scoring Criteria**
 Action Possible Action Information Minutes: 10
Presenter: Marian Thompson, NCTCOG
Item Summary: Staff will present, for information, the recommended eligible and ineligible project categories, process, scoring criteria, and schedule for the Regional Traffic Signal Retiming Program and Minor Improvement Program Call for Projects.
Background: Approximately \$2 million and \$2.9 million is anticipated to be available to fund Regional Traffic Signal Retiming Program and Minor Improvement Program projects in the 10-county North Central Texas Council of Governments air quality nonattainment area, respectively. Projects eligible under these programs are proposed to include on-system and off-system roadway facilities.
- 3:05 – 3:15** 12. **Texas Transportation Innovation Activities**
 Action Possible Action Information Minutes: 10
Presenter: Tom Bamonte, NCTCOG
Item Summary: Staff will provide a briefing on recent Texas transportation innovation activities.
Background: Staff is working with cities, universities, the Texas Department of Transportation, and others throughout the state to advance transportation innovation. This briefing on recent activities will cover the Advanced Transportation and Congestion Management Technologies Deployment grant program and the activities of the Texas Innovation Alliance.
- 3:15 – 3:35** 13. **Fast Facts**
 Action Possible Action Information Minutes: 20
Item Summary: Brief presentations will be made on the following topics:
1. *Michael Morris* – Upcoming Partnership Program for the Irving Summit
 2. *Michael Morris* – North Central Texas Council of Governments (NCTCOG) Regional Transportation Council Exploration of a Joint Communications Center and Meeting Room
 3. *Michael Morris* – Irving Transportation Summit, August 15-16, 2017
 4. *Michael Morris* – Vital Link Student Video ([Electronic Item 13.1](#))
 5. *Tom Bamonte* – 2017 Mayors Challenge ([Electronic Item 13.2](#))

6. *Chris Klaus* – NCTCOG Presentation to the Dallas County Commissioners Court Regarding the AirCheckTexas Program ([Electronic Item 13.3](#))
 7. *Rebekah Hernandez* – Summary of Approved Bills-85th Texas Legislature ([Electronic Item 13.4](#))
 8. *Rebekah Hernandez* – TEXpress Lanes Education Campaign Materials Now Available ([Electronic Item 13.5](#))
 9. *Carli Baylor* – June Public Meeting Minutes ([Electronic Item 13.6](#))
 10. *Carli Baylor* – August Public Meeting Notice ([Electronic Item 13.7](#))
 11. *Kimberlin To* – First Responder Alternative Fuel Vehicle Safety Training, August 2 and 3, 2017 ([Electronic Item 13.8](#))
 12. *Jody Loza* – Ozone Season Update ([Electronic Item 13.9](#))
 13. *Bailey Muller* – Air Quality Funding Opportunities for Vehicles ([Electronic Item 13.10](#))
 14. *Jenny Narvaez* – Southern Transportation and Air Quality Summit Reminder, August 29-30, 2017 ([Electronic Item 13.11](#))
 15. *Marian Thompson* – 511DFW Traveler Information System
 16. *Rylea Roderick* – November 2017 Transportation Improvement Program Modification Deadline Reminder
 17. *Brian Dell* – Regional and Project Tracking System Regional Toll Revenue Invoicing Module Operational
 18. *Nicholas Hernandez* – Complete Streets Design and Implementation Workshop ([Electronic Item 13.12](#))
 19. Written Progress Reports:
 - Local Motion ([Electronic Item 13.13](#))
 - Transportation Partners Progress Reports ([Electronic Item 13.14](#))
14. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for ***1:30 pm on August 25, 2017, at the North Central Texas Council of Governments.***

MINUTES**SURFACE TRANSPORTATION TECHNICAL COMMITTEE
June 23, 2017**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 23, 2017, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present (in person or via WebEx): Antoinette Bacchus, David Boski, Kristina Brevard, Keith Brooks, Mohammed Bur, Loyl Bussell, Dave Carter, Kent Collins, Jacqueline Culton, John Cordary Jr., Hal Cranor, Chad Davis, Clarence Daugherty, Claud Elsom, Keith Fisher, Chris Flanigan, Ann Foss, Gary Graham, Duane Hengst (representing Greg Dickens), Brian McNulty (representing Ron Hartline), Curvie Hawkins, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Tim James, Kelly Johnson, Tom Johnson, Sholeh Karimi, Chiamin Korngiebel, Richard Larkins, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Rick Mackey, Srin Mandayam, Laura Melton, Brian Moen, Cesar Molina, Lloyd Neal, Jim O'Connor, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Lisa Pyles, William Riley, Elias Sassoon, Lori Shelton, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Mark Titus, Timothy Tumulty, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Sam Werschky, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, Gustavo Baez, Tom Bamonte, Berrien Barks, Kenny Bergstrom, Natalie Bettger, Ron Brown, John Brunk, Ken Bunkley, Pamela Burns, Ying Cheng, Kevin Feldt, Brian Flood, Camille Fountain, Gypsy Gavia, Martin Gonzalez, Christie Gotti, Jill Hall, Heather Haney, Victor Henderson, Chris Hoff, Phani Jammalamadaka, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kroll, Dan Lamers, April Leger, Barbara Maley, Alberto Mares, Mike Miller, Mindy Mize, Jenny Narvaez, Vercie Pruitt-Jenkins, Amy Rideout, Christina Roach, Rylea Roderick, Kyle Roy, Russell Schaffner, Wesley Shimek, Dean Stuller, Marian Thompson, Mitzi Ward, Amanda Wilson, and Brian Wilson.

1. **Overview of Remote Technology Instructions and Clean Air Action Day:** Michael Bort provided a brief reminder of technology instructions for those members participating in the meeting remotely. In addition, Whitney Vandiver highlighted Clean Air Action Day information. Additional Clean Air Action Day details were provided in Electronic Item 1.
2. **Approval of May 26, 2017, Minutes and Recognition of Members:** The minutes of the May 26, 2017, meeting were approved as submitted in Reference Item 1. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

Dan Kessler recognized Michael Hasler for two years of service on the Surface Transportation Technical Committee.

3. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 3.1. **Transportation Improvement Program Modifications:** August 2017 revisions to the 2017-2020 Transportation Improvement Program (TIP) were provided in Reference Item 3.1 for a recommendation of Regional Transportation Council approval. Modifications were reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

A motion was made to recommend Regional Transportation Council approval of revisions to the 2017-2020 Transportation Improvement Program provided in Reference Item 3.1. John Polster (M); Tim James (S). The motion passed unanimously.

4. **Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program: Transit Program:**

Adam Beckom presented the proposed list of projects to fund under the Transit Program in 2017-2018 through the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant (STBG) Funding Program. In April 2017, the Regional Transportation Council (RTC) approved the 11 programs in the CMAQ/STBG Funding Program. The Transit Program is focused on assisting regional partners with innovative transit projects and providing alternative modes of transportation throughout the region. Staff proposed \$129.38 million in transit projects. The proposed list of Transit Projects include: 1) \$100 million for the Cotton Belt Corridor Regional Rail Project (#4) from DFW Terminal B to Shiloh Station in Plano (replaces the \$100 million placeholder/commitment), 2) \$3 million for the Regional Trail Connections to the future Cypress Waters Cotton Belt rail station (added since the last STTC meeting) to fulfil the RTC's commitment to the Cotton Belt Corridor, 3) \$2.8 million for 7th Street district circulator electric buses and charging stations in Fort Worth, 4) \$13 million for high-intensity bus pilot service on IH 30 from the western terminus of IH 30 managed lanes to downtown Dallas, 5) \$1 million for IH 35W high-intensity bus pilot service from the Fort Worth Intermodal Transportation Center to Texas Health Presbyterian Park-n-Ride in Denton, 6) \$700,000 for a Legacy Transportation Management Association in Plano, and 7) \$8.8 million for the Carpenter Ranch Station on the Orange Line in Irving. Mr. Beckom noted the recommended list of projects was provided in Reference Item 4.1, and details regarding the Transit Program were provided in Electronic Item 4.2. The funding effort timeline was reviewed. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects to fund through the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program Transit Program as detailed in Reference Item 4.1. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the 2017-2020 Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. John Polster (M); Tim James (S). The motion passed unanimously.

5. **Draft FY2018 and FY2019 Unified Planning Work Program, Including Studies Proposed for Funding through the 2017-2018 CMAQ/STBG Funding Program:**

Vickie Alexander presented the proposed FY2018 and FY2019 Unified Planning Work Program (UPWP). Development of the UPWP is a federal requirement of the Metropolitan Planning Organization (MPO) in order to obtain federal Transportation Planning Funds. Reference Item 5.1 contained the Work Program policies that guide the allocation of these federal Transportation Planning Funds. The proposed Work Program outlines work activities that will be carried out by North Central Texas Council of Governments (NCTCOG) staff between October 1, 2017, and September 30, 2019. As noted last month, the UPWP includes an introduction and five major tasks. Staff efforts are implemented through 28 subtasks containing 150-200 programs and projects. Major emphasis areas anticipated to occur in the timeframe of the document include Mobility 2045 development and the associated air quality conformity determination, and development of the 2019-2022 Transportation Improvement Program. Other efforts include continued enhancement of planning tools, performance-based planning, continued support of automated vehicle technology deployment, freight planning, and high-speed rail. Ms. Alexander also highlighted three studies included in the Work Program and proposed for funding under the Planning and Other Studies portion of

the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program. The studies include: 1) Harry Hines Corridor Conceptual Study and Preliminary Design to look at options for multimodal transportation opportunities along the corridor (propose \$1 million in STBG funds matched with local funds); 2) McKinney Avenue Transit Authority M-Line Extension to Knox Street Feasibility Study to look for alignments and stops along the corridor (propose \$1 million in STBG funds matched with either local funds or the City's Transportation Development Credits [TDCs]; and 3) Dallas-Fort Worth Core Express Service funding to provide a backstop for Federal Railroad Administration funds that may expire in order to continue the Environmental Impact Statement work effort (propose \$2 million in STBG funds matched with regional TDCs). She noted the funds for high-speed rail are in addition to the \$3 million previously approved by the Regional Transportation Council for the high-speed rail contingency. Proposed funding for this 2017-2018 CMAQ/STBG Funding Program totals \$4 million. Ms. Alexander next provided a summary of the federal Transportation Planning Funds for the draft FY2018 and FY2019 UPWP. Based on current allocations, staff anticipates approximately \$5.5 million in Federal Transit Administration 5303 funds and approximately \$15 million in Federal Highway Administration PL funds. Staff also anticipates approximately \$6 million in FY2017 carryover funds. Since the document is being developed ahead of the agency budget schedule, dollar amounts may change slightly prior to Regional Transportation Council (RTC) approval. The total amount of Transportation Planning Funds staff anticipates will be available for the FY2018 and FY2019 UPWP is approximately \$26.5 million. Based on the projects that have been identified in the Work Program, expenditures are anticipated at approximately \$22.6 million leaving a balance of about \$3.8 million to carry over into FY2020. Ms. Alexander noted that the proposed FY2018 and FY2019 UPWP includes approximately \$170 million in total funding. Transportation Planning Funds represent approximately 14 percent of the total funding. The UPWP contains a catalog of all funding that flows through the NCTCOG Transportation Department. The majority of the funds are passed through to transportation partners and consultants for projects such as the Managed Lane Auto Occupancy Detection Program, 511DFW system, traffic signal retiming, and others. Additional information on the draft FY2018 and FY2019 UPWP was provided in Electronic Item 5.2. The Work Program development schedule was highlighted. She noted a draft of the document was provided to the Texas Department of Transportation (TxDOT) for review and presented to the public, as well as posted on the NCTCOG website. The draft document was available in Electronic Item 5.3. Ms. Alexander noted the public comment period remains open until July 13. Upon approval, the final document is due to TxDOT by August 1. John Polster asked if the pie chart shown in the presentation simply represented Regional Toll Revenue funds used to support various projects contained in the Work Program. Ms. Alexander noted he was correct. A motion was made to recommend Regional Transportation Council approval of the FY2018 and FY2019 Unified Planning Work Program. This approval included the three studies proposed for funding under the Planning and Other Studies portion of the 2017-2018 Congestion Mitigation and Air Quality Improvement Program/Surface Transportation Block Grant Program, as well as the Unified Planning Work Program Policies contained in Exhibit I-8 of the Work Program, which were provided in Reference Item 5.1 of the meeting materials. The Committee's action also included a recommendation that the Regional Transportation Council direct staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

6. **Toll Cost Associated with IH 30 Closure Detour Route:** Natalie Bettger presented a proposal to fund costs associated with the IH 30 closure detour route anticipated as part of the IH 30/SH 360 interchange reconstruction project. In the fall 2017, the Texas Department

of Transportation (TxDOT) anticipates that IH 30 will need to be closed over the weekends as part of the reconstruction. TxDOT, the North Texas Tollway Authority (NTTA), the Cities of Arlington and Grand Prairie, and North Central Texas Council of Governments staffs have been working to accommodate traffic along the corridor when the closures occur. Based on the detour route identified, a portion of NTTA's President George Bush Turnpike (PGBT) could be utilized. The closures would occur on weekends beginning at 9 pm on Friday through 6 am on Monday and will not be closed during special events. Staff will monitor the closures, hopefully making improvements after each closure. Staff proposed that the toll rate on the PGBT be set to \$0 for the two toll gantries utilized in the detour route. This route will allow the direct connections to remain open and alleviate some of the traffic and the number of traffic signals users will encounter. The estimated toll cost associated with the proposed detour route is anticipated at approximately \$4,200 per weekend. TxDOT anticipates the closures will be needed for six weekends totaling approximately \$25,000. Staff proposed to request additional funds over the estimate in the event costs are higher than anticipated or more closures are necessary. Any unused funds will be returned. John Polster asked how staff will determine the charges from NTTA. Ms. Bettger noted that the details will be determined in the agreement with NTTA, but that invoices should document the number of tolls and the rates that were billed. A motion was made to endorse Regional Transportation Council approval of \$50,000 in Regional Transportation Council local funds to cover the cost of setting the toll to \$0 on the proposed detour route, to administratively amend the 2017-2020 Transportation Improvement Program and other planning documents, and to seek approval from the North Central Texas Council of Governments Executive Board to enter into agreements with the North Texas Tollway Authority to pay the invoices received for the tolls. John Polster (M); Claud Elsom (S). The motion passed unanimously.

7. **Legislative Update:** Amanda Wilson provided an update on State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area. She noted there were no federal legislative updates to provide. In Senate Bill (SB) 1, the Legislature approved \$26.6 billion for Texas Department of Transportation funding. This includes \$2.9 billion of Proposition 7 funding and \$2.5 billion in Proposition 1 funding. Of those amounts, \$300 million is earmarked to debt payment. The bill also delays a \$1.7 billion transfer of Proposition 7 funds to the State Highway Fund. Additional detail on the delay of the Proposition 7 funds transfer was provided. Fiscal Year (FY) 2018 was the first year the sales tax funding was expected to begin coming in and transferred to the State Highway Fund. Before this can occur, the Comptroller must certify the sales tax amount. Certification does not occur until the end of the fiscal year. Therefore, FY2018 funds will be transferred to the State Highway Fund a few days into FY2019. At the end of FY2019, a portion of the FY2019 funds will be transferred from the General Fund into the State Highway Fund. Written in the General Appropriations bill was an expectation for the remainder of the FY2019 funding to be transferred into the State Highway Fund in FY2020. This is beyond the scope of the current FY2018-FY2019 budget, but staff anticipates the entire amount of Proposition 7 funding will eventually be transferred. Ms. Wilson discussed the Low-Income Repair and Replacement Assistance Program (LIRAP) and Local Initiative Projects (LIP) programs, referred to in the region as AirCheckTexas. Although full funding was provided to the programs, the Governor vetoed the funding. All funds that have been previously appropriated for the current biennium can be spent, but funding that would have begun in FY2018 and FY2019 will not be allowed to be appropriated. She noted air quality staff is currently working with counties in the region because this is a fee that is accessed by all the counties and comes back to the counties for administration by NCTCOG. SB 26, related to extending the Texas Emissions Reduction Plan (TERP), was amended onto SB 1731 and approved. SB 2076 passed and included an amendment to study the necessity of inspections programs and make recommendations. It is unclear from the

language of the bill whether it is related to the safety portion or the emissions portion so staff will track the outcome as efforts move forward. During the session, staff followed over 20 bills related to high-speed rail. SB 975 passed and will require implementation of safety and security measures for high-speed rail. SB 977 also passed and will prohibit State money from being used on high-speed rail operated by a private entity. The language is also included in the State budget and will allow the Texas Department of Transportation (TxDOT) to continue to participate in the environmental review process, develop policy related to high-speed rail, and coordinate with local officials. Related to comprehensive development agreements (CDAs), House Bill (HB) 2816 would have authorized several CDAs throughout the state, including three in the region. The bill did not pass. SB 312, the TxDOT Sunset bill, passed and extends the agency for 12 years. There were numerous other provisions in the bill and staff will be reviewing. Additional topics of interest were highlighted. SB 2205 was approved and creates automated vehicle driving regulations. Also approved was HB 100, which will regulate transportation network companies such as Uber and Lyft. Related to safety, HB 62 prohibits driving while texting at the statewide level and will be effective September 1. During the Special Session, some additional topics on preemption of the local texting while driving ordinances and laws are anticipated to be discussed. The final set of topics highlighted was related to aviation and unmanned aircraft. HB 1643 was approved and, in part, expands areas where drones or unmanned aircraft are prohibited to fly. However, another amendment was included at the last minute which was related to cities and other political subdivisions. The amendment will prohibit the cities in some divisions from adopting or enforcing an ordinance regulating unmanned aircraft systems. There are a couple of exceptions that allow cities to adopt ordinances that are approved by the Federal Aviation Administration (FAA) approval. At this time, staff is working to follow up with FAA and get more information from the bill's author and the group that requested the legislation. HB 1428 was also approved and expands areas over which drones are prohibited. Also approved was SB 840 which regulates what images can be captured by unmanned aircraft systems. SB 277 will prohibit tax incentives for land with wind turbines within 25 nautical miles of a military base, and HB 890 will add military bases to the list of real estate disclosure. Both were approved. Ms. Wilson noted a full summary of all the transportation and air quality bills that were passed would be provided to the RTC in July.

8. **High-Speed Rail Station Study Recommendations:** Kevin Feldt provided an update of recent progress regarding high-speed rail initiatives for the Dallas-Fort Worth region. For the high-speed rail system planned for the Houston to Dallas corridor, Texas Central Partners staff currently have a Land Option Program in effect and approximately 30 percent of the expected parcels needed for the project are under contract. Preparations for construction activity have begun and Texas Central Partners is now engaged with a design-build partner. It hopes to complete the advance design, implement the low-impact development elements, and quantify construction costs and schedule by late 2018. Texas Central Partners is also preparing the Environmental Impact Statement and permits needed for project coordination with the Federal Railroad Administration (FRA), United States Army Corps of Engineers, local agencies, and others. Environmental process completion is anticipated in the fourth quarter of 2017, and a record of decision is expected in the fourth quarter of 2018. Current North Central Texas Council of Governments (NCTCOG) efforts include investing alignment alternatives, assisting in the environmental process completion, reviewing draft alternative analysis from the FRA, and assisting with local governance entity creation. The three station area planning studies in Fort Worth, Arlington, and Dallas are continuing. Many alignment alternatives have been analyzed with several options remaining: the hybrid alignment, the Trinity Railway Express corridor, IH 30, and variations of IH 30 including adjacent to the Union Pacific Railroad alignment to the east. Coordination with Texas Central Partners is continuing for the Dallas station location and staff is monitoring westward alignment

opportunities to ensure the Dallas location can be extended to the west. Coordination efforts also continue with cities and counties, property owners, business leaders, the Texas Department of Transportation, the Federal Highway Administration, and Dallas Area Rapid Transit for preferred station locations. The results not only impact the alignment but will also serve as input into the Environmental Impact Statement process. Four options have been identified in the City of Arlington with Option B preferred. The Intermodal Transportation Center is the preferred option in the City of Fort Worth. Related to governance, the proposal is to create a Local Government Corporation for the Dallas-Fort Worth Core Express project under Chapter 431 of the Local Government Code. This will include, Fort Worth, Dallas, and other participating entities. In April, the City of Dallas Transportation Committee voted to continue working with NCTCOG and Fort Worth to develop the Local Government Corporation, and in May the Fort Worth City Council authorized the creation of an Interlocal Agreement with the intent of organizing a Local Government Corporation. Next, organizational documents must be created and approved by city councils. Arlington and Fort Worth will be completing draft final reports on the station location studies and NCTCOG will complete the alignment study. Coordination efforts will continue with the City of Dallas on the station area study. In addition, there has been a station zone assessment initiated by Dallas. All of this information will be formatted as input to the Dallas-Fort Worth Core Express Service project environmental process.

9. **Air Quality Updates:** Jenny Narvaez provided an update on the implementation timeline for the 2015 National Ambient Air Quality Standard (NAAQS) for ozone and other recent correspondence. On June 6, the Environmental Protection Agency (EPA) issued a press release, provided in Electronic Item 9.1, stating that the United States Administrator had extended the deadline for the 2015 State nonattainment designations by one year, from October 2017 to October 2018. The potential impacts of the delay were noted. Currently, the region is under two ozone standards, the 2008 75 parts per billion (ppb) standard and the 2015 70 ppb standard. The region is not anticipated to meet the 2008 ozone standard and could potentially be reclassified to severe nonattainment for the standard. However, if the region can remain below 75 ppb for the year 2017, a one-year extension to meet the standard can be requested. As a result of the extension for nonattainment designations, 2015-2017 ozone data is anticipated to be used for the designation. Hopefully, fewer counties will be designated as nonattainment and may be under a lower classification. Additionally, the Department of Justice, on behalf of the EPA, filed a civil lawsuit on May 23 against Fiat-Chrysler for alleged Clean Air Act violations for installing emission cheat devices on over 100,000 diesel-fueled Dodge Ram 1500s and Jeep Grand Cherokees, model years 2013-2016. Last year, the Regional Transportation Council transmitted correspondence to the Department of Justice regarding the Volkswagen lawsuit requesting to receive a portion of any settlement from the lawsuits to implement air quality projects and programs. Since a portion of the Fiat-Chrysler vehicles were sold in the region, a letter was transmitted on June 16 requesting a similar approach to the Volkswagen litigation dispersing settlement funds. A copy of the correspondence was provided in Electronic Item 9.2. Finally, the proposed budget from the White House eliminates funding for two programs in which the North Central Texas Council of Governments have been active: Clean Cities and the Diesel Emissions Reduction Act. As Congress moves into budget negotiations, staff will continue to monitor impacts to these programs and continued funding for these important programs will be requested. Additional details on the topics presented were provided in Electronic Item 9.3.
10. **2016 Safety Program Performance Measures Report:** Camille Fountain provided an overview of items included in the 2016 Safety Performance Measures Report. A copy of the report was provided in Electronic Item 10. Regional crash and fatality data is received from

the Texas Department of Transportation annually and performance measures for the 16 counties in the region were highlighted. The five year trend for crash and fatality rates by county, along with the percentage of change was highlighted. The top 10 contributing factors for serious injury and fatality crashes on limited access facilities in the 12-county metropolitan planning area boundary were also highlighted, with speeding and changing lanes when unsafe as the top two. She noted the data looks at only the contributing factor field indicated by the reporting offices. In future years, blood alcohol content will be available and will allow for a better representation in the under the influence category. In addition, Ms. Fountain reviewed crash rates for limited access facilities. For 2016, the regional crash rate is approximately 71 percent and reported per 100 million vehicles miles traveled. Tarrant, Dallas, and Denton Counties continue to have rates higher than the regional average. Bicycle and pedestrian data is collected for all roadways in the 16 counties. 2016 data shows a decrease in bicycle crashes but an increase in pedestrian crashes. Related to incident management, crash data shows that in 2016, approximately 47,000 injury crashes occurred in the region, which equates to about five crashes every hour. Considering that there are approximately nine first responders at any given crash, approximately 45 first responders are working in or near moving traffic every hour of the day. This data highlights the importance of Incident Management training. The First Responders course is a two-day detailed training of best practices for first responders. To date, 2,720 officers have attended First Responders training. The Executive Level course is a two-hour overview of the First Responders course geared towards decision and policy level executives, and there have been 712 attendees to date. Another important course is Photogrammetry Crash Reconstruction that allows officers to use equipment to investigate crashes in the office and off of the roadways. The training is offered at no cost to agencies. Over 190 officers have attended the basic training and 120 have attended the advanced training.

Kevin Kroll provided an overview of hazardous material data for incidents that occurred along limited access facilities within the 16-county area. In 2016, 11 such incidents occurred which is lower than from previous years. Related to the Mobility Assistance Patrol program, five agencies operate within the region. These include Dallas County, Tarrant County, private entities in the North Tarrant Express and LBJ Express, and North Texas Tollway Authority on its tolled facilities. In 2016, over 126,000 assists were made by the agencies. Types of assistance included stalled vehicles, courtesy checks, crash assistance, protection of first responders, debris removal, and abandoned vehicle checks. Mr. Kroll also provided an update on the Wrong-Way Driving Mitigation Pilot Project. Phase 1 began in Dallas County. Conflicting lane and arrow markings were replaced, as well as other signal enhancements to reduce confusion in the intersections. This program was later expanded into Collin and Denton Counties. Phase 2 of the program, in Tarrant County, is nearing completion. The project includes pavement markings, enhanced signage with active detection units, optimized sign placement, and the use of other technologies. In previous years, staff has not looked at wrong-way driving crashes involving impaired drivers. The Regional Safety Advisory Committee (RSAC) suggested that this be reviewed in the future. Since the last RSAC meeting, staff reviewed 2012-2016 data showing instances in which alcohol, drugs, or legal medications were shown to be contributing factors to the crash. In 2016, there were approximately 4,264 crashes that involved alcohol, 525 that involved drugs, and 55 that involved legal drugs. Information regarding the Takata Airbag recall was also discussed. NCTCOG has signed on to be a partner with the National Highway Traffic Safety Administration and several local agencies to promote the Takata airbag recall. Members were encouraged to help spread the word by urging colleagues and residents to check if their vehicles are impacted at www.safercar.gov or www.airbagrecall.com. Handouts with Takata airbag recall information were distributed at the meeting. Alonzo

Liñán asked how members could access previous performance measure reports. It was noted additional information can be found at www.nctcog.org/trans/safety.

11. **High-Occupancy Vehicle Subsidy:** Berrien Barks provided an update on the most recent managed lane performance report presented as part of the Regional Transportation Council's (RTC) Toll Managed Lane and High Occupancy Vehicle (HOV)/Express Managed Lanes policies. The current policy allows for HOV users to travel the tolled managed lanes during the peak periods for a 50 percent discount with the RTC paying the cost of the discount on two of the region's managed lane corridors. During development of the current managed lane policy, the need and desire for regular updates was expressed in order to track the HOV 2+ subsidy and to consider when and if moving to a 3+ requirement in order to receive the discount was necessary. A map of the region's near-term managed lane system was highlighted, showing managed lane facilities currently opened or facilities expected to be open and operating in the next five years. The RTC is responsible for the subsidy on the opened sections of the North Tarrant Express and the LBJ Express. As of April 2017, the current subsidy is approximately \$1.3 million. The RTC originally allocated approximately \$17 million to pay for these subsidies. In addition to the HOV subsidy users receiving a discount, also included in the policy is a discount for RTC-sponsored vanpool users when they travel the tolled managed lanes during the peak periods. This discount is available through a reimbursement request. As of April 2017, approximately \$2,700 in requests for reimbursement have been received. Based on these subsidy figures, staff believes it is safe for the region to remain at a 2+ occupancy requirement in order to receive the discount until June 2018 or earlier based on future subsidy reports. The North Texas Tollway Authority continues to serve as the billing agent for all tolled managed lanes in the region and has not communicated any customer service impacts or concerns to date. From a performance standpoint, staff reports to the Committee and RTC when the corridor speeds drop below 35 miles per hour (mph). To date, there has not been a qualify instance in which speeds have dropped below 35 mph. A table showing the subsidy cost by corridor was presented.
12. **Surface Transportation Technical Committee Officers and Announcement of New Regional Transportation Council Officers:** Dan Kessler noted Regional Transportation Council (RTC) officers approved at the June 8, 2017, RTC meeting: Chair Rob Franke, Mayor, City of Cedar Hill; Vice Chair Gary Fickes, Commissioner, Tarrant County; and Secretary Andy Eads, Commissioner, Denton County. In addition, he noted the selection of Surface Transportation Technical Committee officers for the 2016-2017 term approved by the North Central Texas Council of Governments Executive Board: Chair Todd Plesko, Vice President of Planning and Development, Dallas Area Rapid Transit; Vice Chair Mohamed "Mo" Bur, Deputy District Engineer, Texas Department of Transportation, Dallas District; and Secretary Kristina Brevard, Vice President of Planning and Development, Denton County Transportation Authority.
13. **Fast Facts:** Brian Wilson noted that Progress North Texas 2017 was available in Electronic Item 13.1 and distributed to members at the meeting. The publication focuses on how innovative transportation technologies are improving mobility for the region. Members interested in additional copies were requested to complete the form provided at the meeting.

Kyle Roy noted that May public meeting minutes were provided in Electronic Item 13.2. The minutes contain a summary of items and comments for the May 9-15 public meetings. Topics include the Transportation Alternatives Set-Aside program, new federal transportation funding, Mobility 2045, and the Joining Forces initiative.

Kyle Roy also noted that a public meeting notice for June 2017 public meetings was provided in Electronic Item 13.3. Topics include The Unified Planning Work Program and public transportation agency programs of projects. The public comment period for these topics concludes on July 13, 2017.

Mitzi Ward highlighted information about the development of Mobility 2045. Requests for project inclusions are being accepted. Regional Transportation Council guidelines stipulate that before any project can be considered it should demonstrate strong local consensus, financial constraint, and document the public involvement process. The deadline for project submittals is August 31, 2017.

Jenny Narvaez provided an ozone season update. As of the date of the meeting, the region has experienced eight exceedances, with a current design value of 78 parts per billion. Details were provided in Electronic Item 13.4.

Bailey Muller highlighted current air quality opportunities for vehicles. The Environmental Protection Agency has opened its Diesel Emissions Reduction Act Clean Diesel Funding Assistance Program. The deadline for submittals has been extended to July 5, 2017. The North Central Texas Council of Governments will be submitting a proposal on behalf of the region. Entities interested in joining the proposal were asked to contact staff or view information at www.nctcog.org/aqfunding to determine eligibility.

Bailey Muller announced the North Texas Stewardship Forum Roundtable scheduled for 10 am on June 27, 2017, at the North Central Texas Council of Governments. The roundtable is an opportunity for cities to discuss their sustainability efforts and goals, and to network. Details were provided in Electronic Item 13.6.

Travis Liska provided information on the August 2, 2017, Parking Management Symposium. The theme of the symposium will be flexible parking for the future, responding to market demand, and transportation choices. Location and registration information is available at www.nctcog.org/parking and in the flyer distributed at the meeting.

The current Local Motion was provided in Electronic Item 13.7 and transportation partner progress reports were provided in Electronic Item 13.8.

14. **Other Business (Old and New):** Ricky Mackey, Texas Department of Transportation Paris District representative noted his appreciation for the opportunity to attend the meeting via WebEx. He recommended that the North Central Texas Council of Governments consider using this remote access option for all future Committee meetings. Dan Kessler asked members with comments about the remote option to provide those to staff.
15. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 28, 2017, at the North Central Texas Council of Governments.

The meeting adjourned at 3:00 pm.

Automated Vehicle Program: Data Sharing Projects Evaluation Criteria

Regional Transportation Council

**Thomas J. Bamonte
North Central Texas Council of Governments
May 11, 2017**

Automated Vehicle Program Funding Summary

Texas AV Proving Ground Network

- UTA campus/streets - \$350,000
- Second AV shuttle deployment - \$250,000
- I-30 test corridor (Managed Lanes 3.0) - \$1M

Transportation data infrastructure

- Traffic signal data sharing - \$250,000
- Transportation data sharing (Waze/511DFW) - \$250,000

“Mover” prototype - \$575,000

Traffic Signal Data Project



“Texas city takes big step toward self-driving cars with vehicle-to-infrastructure communication”



Evaluation Criteria

Eligibility Requirements

1. Public entity with jurisdiction over traffic signals
2. Public entity is willing to make its traffic signal data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices

Evaluation Criteria

Evaluation Criteria

Amount requested [10%]

Quality of proposed technical solution [60%]

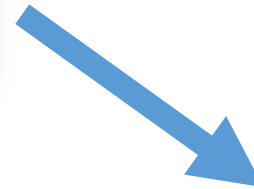
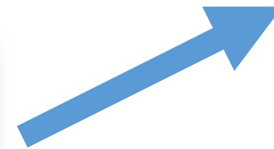
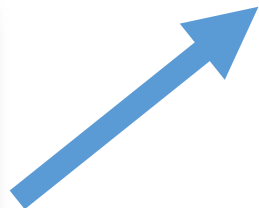
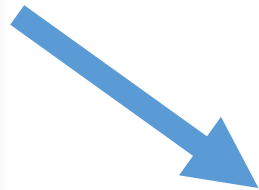
- Number of traffic signals made accessible
- Number on Routes of Significance
- Traffic volumes served by traffic signals
- Connectivity w/other data-sharing jurisdictions
- Ability to share data w/multiple parties

Can implement solution in timely fashion [30%]

Waze/511DFW Data Sharing Project



Data Infrastructure: Regional Approach



1. What Information to Share

Planned road closures

Special events likely to impact traffic

Road closures due to weather or other incidents

2. With Whom to Share Information

Waze/Google Maps: Closures@Google.com

Inrix: Support@Inrix.com

HERE: [HERE Traffic Alerts@here.com](mailto:HERE_Traffic_Alerts@here.com)

3. How to Share

EventRoadClosureForm

Event Road Closure Form

EventID

*Event Name

Reporting Organization

*Event City

Event Recurrence ▼

Event Website

*Event Start Date

*Event End Date

*Event Start Time (24hr) 1PM = 13, 2PM = 14, 3PM = 15, 4PM = 16, 5PM = 17, 6PM = 18, 7PM = 19,

*Event End Time (24hr) 8PM = 20, 9PM = 21, 10PM = 22, 11PM = 23, 12 AM = 00, 1AM = 01 etc

StreetEventInfo subform

*Street Being Closed ▼ EventID

*Closure Direction ▼

*Closed From: ▼ *TO: ▼

Google Map Link

Record: 1 of 2 | No Filter | Search

EventSentToProvidersYI Event Sent Date

Evaluation Criteria

Eligibility Requirements

1. Public entity with jurisdiction over highways/streets or transit system
2. Public entity is willing to make its highway and traffic or transit conditions data accessible to developers, universities, NCTCOG, other public entities, etc. consistent with regional policies/practices

Evaluation Criteria

Evaluation Criteria

Amount requested [10%]

Quality of proposed technical solution [60%]

- Routes of Significance in community
- Traffic volumes
- Population
- Connectivity
- Ability to share data with multiple parties

Ability to implement proposed solution in a timely fashion [30%]

Positive Proposal Elements

1. Join the Waze Connected Citizens Program: <https://www.waze.com/ccp>
2. Coordinate transportation data sharing with 911 Operations
3. Utilize .xml data feeds
4. Team with neighboring communities

Recommendation

Approve the evaluation criteria for the traffic signal data sharing and Waze/511DFW projects

Contact Information

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469-600-0524

[@TomBamonte](#)

Traffic Signal Data Sharing Grant Applications

PROPOSED GRANT AWARDS: TRAFFIC SIGNAL DATA SHARING

Applicant	Amount Requested	Number of Traffic Signals	Routes of Significance	Award	Completion in 90 days	Comments
Grand Prairie	\$25,000	199	Yes	\$25,000	Yes	Future connections with Arlington and Dallas/Irving/Richardson; IH 30 and IH 20 corridors.
Flower Mound	\$25,000	68	Yes	\$25,000	Yes	Part of coordinated effort by cities on Trafficware platform; solution will support data sharing to multiple parties.
Garland	\$25,000	192	Yes	\$25,000	Yes	Major regional city; future connection with Dallas/Irving/Richardson.
Arlington	\$25,000	348	Yes	\$25,000	Yes	Major regional city; connection with Grand Prairie; IH 30 and IH 20 corridors; supports connected vehicle application.
Plano	\$25,000	236	Yes	\$25,000	Yes	Part of coordinated effort by cities on Trafficware platform; solution will support data sharing to multiple parties.
Grapevine	\$25,000	75	Yes	\$25,000	Yes	Part of coordinated effort by cities on Trafficware platform; solution will support data sharing to multiple parties.
Frisco	\$25,000	124	Yes	\$25,000	Yes	Part of coordinated effort by cities on Trafficware platform; solution will support data sharing to multiple parties.
TxDOT	\$25,000	5	No	\$25,000	Yes	TxDOT exploring alternative to two existing traffic signal data sharing solutions; solution scalable to more signals as they are upgraded. Significant traffic volumes on routes.
Flower Mound	\$18,200	31	Yes	\$0	Yes	Proposal focuses on fiber installation rather than data sharing. Project appears worthy and candidate for other funding programs to improve fiber connectivity.
TxDOT	\$25,000	69	No	\$0	No	Good candidate for any second phase funding if by that time TxDOT is closer to timely implementation.

Total Awards **\$200,000**

Program Total **\$250,000**

Balance **\$50,000**

511DFW/WAZE Grant Applications

PROPOSED GRANT AWARDS: 511DFW/WAZE

Applicant	Amount Requested	Connected Citizens Program Member	Award	Completion in 90 days	Comments
Arlington	\$25,000	Yes	\$25,000	Yes	Major regional city; connection with Grand Prairie; IH 30 and IH 20 corridors; host of major events with regional traffic implications.
Crowley	\$16,500	No	\$16,500	Yes	Funding conditioned on agreement to (1) join the Waze Connected Citizens Program, (2) implement data sharing with Waze, and (3) refrain from spending grant money on a standalone app.
Frisco	\$25,000	Yes	\$25,000	Yes	Promising (1) integration with emergency responder services via Frisco's SAFER program, (2) use of Waze data stream for travel time monitoring/traffic signal system management, and (3) real-time school zone alerts.
Garland	\$15,000	Yes	\$15,000	Yes	Major regional city.
Grand Prairie	\$25,000	Yes	\$25,000	Yes	Connection with Arlington and Fort Worth; IH 30 and IH 20 corridors.
Plano	\$25,000	Yes	\$25,000	Yes	Commitment to develop applications/use cases that will be shared with the region.

Total Awards **\$131,500**

Program Total **\$250,000**
Balance **\$118,500**

AIR QUALITY PROJECT FUNDING

Surface Transportation Technical Committee

July 28, 2017

Bailey Muller
Air Quality Planner



North Central Texas
Council of Governments

ZERO-EMISSION VEHICLE REBATE

BACKGROUND

Existing CMAQ Project:

Emissions Reduction Strategies for Ozone Precursors Including Volatile Organic Compounds Controls and Other Designated Pollutants

**Task 1: Administer Vehicle Technology Improvement Projects:
\$300,000**

Proposal:

Administer Funds as Rebates on Public Sector Zero-Emission Vehicles

Leverage with Fleets for the Future Cooperative Procurement Project

ZERO-EMISSION VEHICLE REBATE PROPOSAL

Proposed “Rebate” on Electric Vehicles (EVs) Purchased Through Fleets for the Future Using CMAQ Funds*

- **Maximum Rebate: \$2,500 or Actual Incremental Cost (Whichever is Lower)**
- **Up to 5 EVs: Maximum Rebate per Vehicle**
- **Additional Vehicles: Minimum \$1,000 Each Up to Maximum Rebate, Contingent on Funding Availability**

Fleet Obligations:

- **Commit to Use for at Least 4 Years**
- **Agree to Have Telematics/Automated Vehicle Locator System Installed**
- **Federal Terms and Conditions Apply**

**Contingent on TxDOT Approval and Availability of Funds, as well as Reinstatement of Buy America Waivers for Clean Vehicle Projects*

ELECTRIFIED PARKING SPACE PROJECT

BACKGROUND & PROPOSAL

Subgrant to Convoy Solutions, LLC, DBA IdleAir to Install 80 Electrified Parking Spaces (EPS) at Four Trucking Terminals

**Project Funding: \$300,700 (25%) EPA
 \$779,400 (75%) IdleAir**

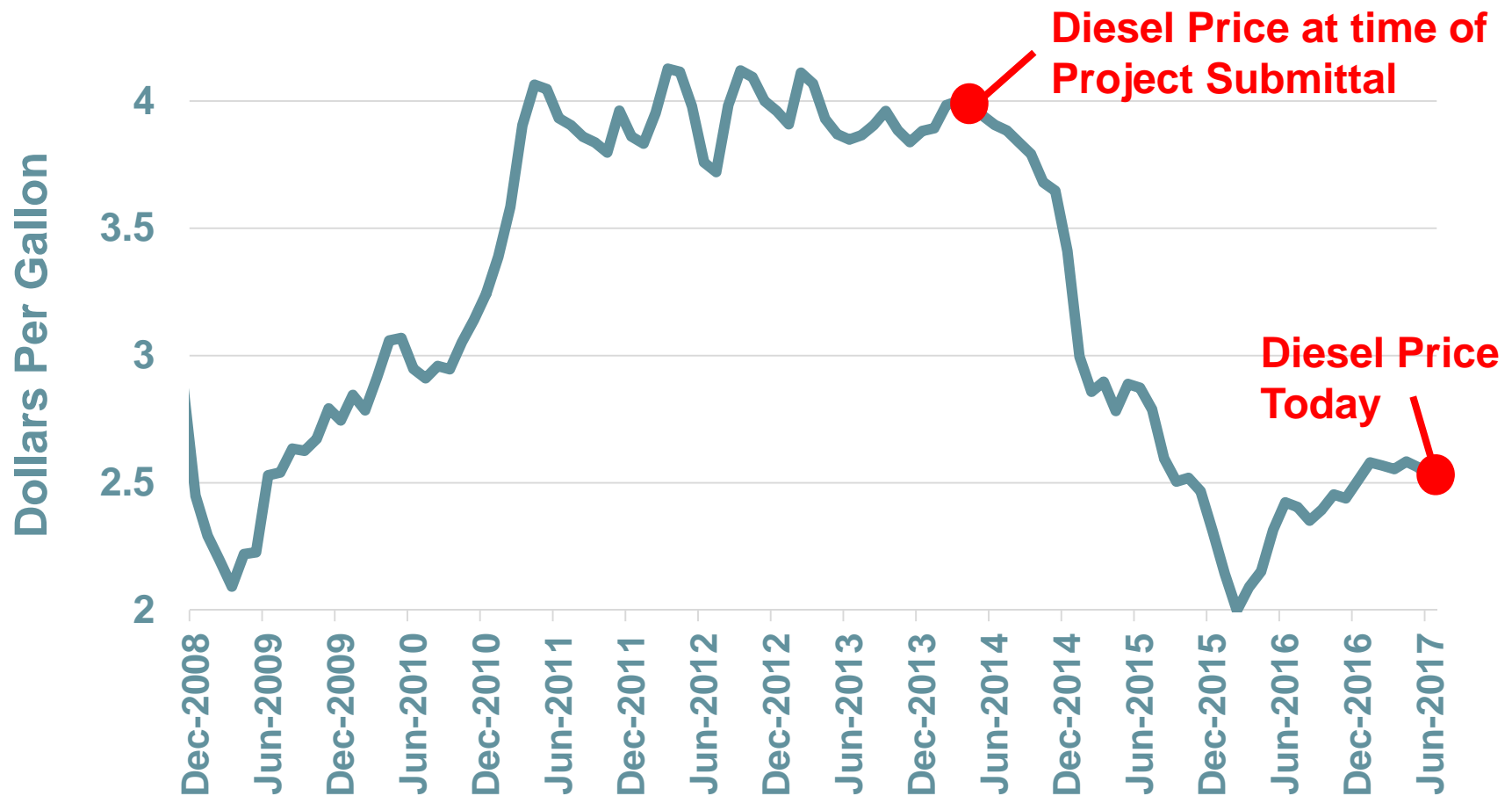
Rescope Project to Approximately 40 EPS at Two Trucking Terminals in the DFW Nonattainment Area

**Project Funding: ~\$100,000 (25%) – EPA
 ~\$100,000 (25%) – CMAQ
 ~\$200,000 (50%) – IdleAir**

ELECTRIFIED PARKING SPACE PROJECT

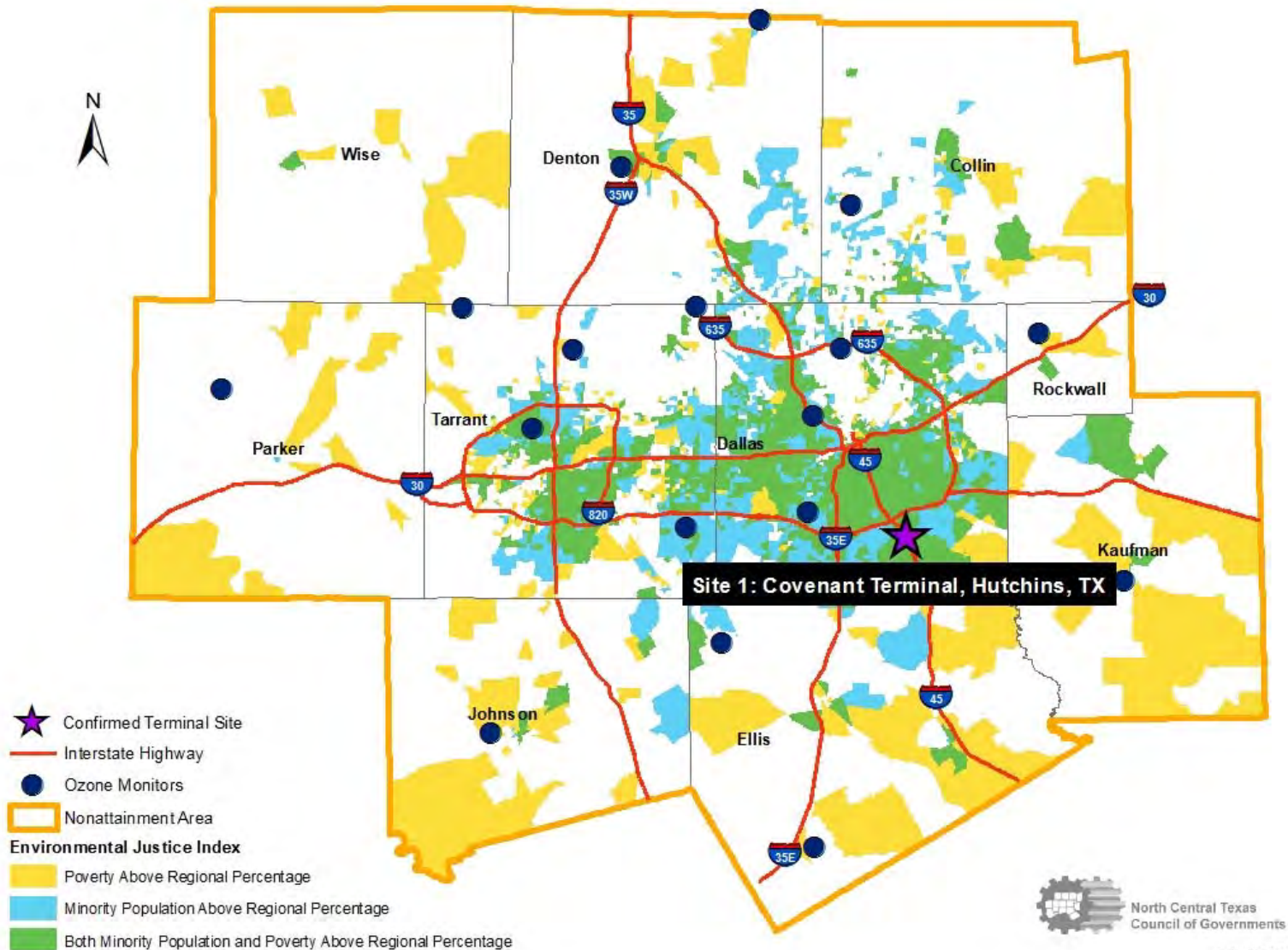
THE CHALLENGE

U.S. Diesel Retail Prices



Source: US Energy Information Administration

EPS PROJECT LOCATION RELATIVE TO OZONE MONITORS AND ENVIRONMENTAL JUSTICE AREAS



*** IdleAir is currently working to confirm the second site location. If the second site cannot be secured to meet project deadlines, funding will be limited to \$50,000 for one location. 6**

DERA 2017 STAFF FUNDING

BACKGROUND & PROPOSAL

Background: NCTCOG Submitted a Grant Proposal to the EPA for DERA Fiscal Year 2017 Funding

- **Projects to Replace Diesel Vehicles or Equipment Owned by Local Governments or Their Private Sector Contractors**
- **NCTCOG Request: ~\$2,000,000 EPA Funds for Subgrants
~91,000 EPA Funds for Staff Administration
Match to Come from Subgrantees**

Proposal: Approve Up to \$25,000 RTC Local as “Backstop” for Staff Administration

- **Once Subgrant Projects Implemented and Match Collected, Backstop No Longer Needed**

ACTION REQUESTED

1. Zero Emissions Vehicle Rebate:

Approve Proposed Administration in Conjunction with Fleets for the Future and Proposed Rebate Structure

2. Electrified Parking Spaces at Truck Terminals:

Approve Use of up to \$100,000 CMAQ Funding to Facilitate Implementation

3. Staff Administration on DERA 2017 EPA Proposal:

Approve Use of up to \$25,000 RTC Local as Backstop to Facilitate Staff Effort Until Match Collected

CONTACT INFORMATION

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FUNDING CHANGES NEEDED IN ORDER TO FULLY FUND PREVIOUS RTC COMMITMENTS ON PROPOSITION 1 PROJECTS

CSJ	County	Highway	Limits	Description	Let Date	Inflated Cost	Funding Category	Current Funding	Total Current Funding	Revised Funding Category	Revised Funding	Total Revised Funding	Comments
1567-01-037	Denton	FM 720	South of Martop to US 380	Widen two lane rural to six lanes urban divided	Mar-2018	\$18,906,721	Proposition 1	\$19,753,553	\$19,800,000	Proposition 1	\$19,753,553	\$19,753,553	Has State environmental clearance, so must maintain Proposition 1 funding; Leave excess funding until project bids; Remove Category 1 funds
							Category 1	\$46,447		Category 1	\$0		
0081-03-048	Denton	US 377	From Henrietta Creek Rd to SH 114 (Section 5)	Reconstruct and widen 2/4 to 4 lane divided urban	Apr-2018	\$13,747,771	Proposition 1	\$14,099,162	\$14,963,006	Proposition 1	\$0	\$13,972,275	Take Category 2 funding from US 380 (CSJ 0135-10-050) due to CMAQ eligible costs on US 380; Remove Category 1 funds; Add CMAQ funds for intersection improvements, signals, turn lanes, and bicycle/pedestrian improvements
							Category 1	\$863,844		Category 1	\$0		
										Category 2	\$12,050,000		
0081-03-046	Denton	US 377	At SH 114 in Roanoke	Replace bridge and approaches	Apr-2018	\$2,369,094	Proposition 1	\$0	\$0	Proposition 1	\$0	\$2,369,094	Included in the US 377 overall contract; Project being funded with a mix of Category 6 Bridge funds and Traditional Category 1 funds; Add CMAQ funds for pedestrian improvements
							Category 1	\$0		Category 1	\$167,619		
							Category 6	\$0		Category 6	\$2,190,361		
										Category 5	\$11,114		
0353-02-053	Denton	BS 114K	At UP RR Underpass in Roanoke	Replace railroad underpass and improve BS 114-K drainage	Apr-2018	\$10,123,776	Proposition 1	\$7,065,800	\$9,065,800	Proposition 1	\$0	\$11,052,921	Take \$7M Category 2 funding from US 380 (CSJ 0135-10-050) due to CMAQ eligible costs on US 380; Add CMAQ funds for intersection improvements, signals, turn lanes, and bicycle/pedestrian improvements
							Category 6	\$2,000,000		Category 6	\$3,000,000		
										Category 2	\$7,500,000		
										Category 5	\$552,921		
1051-01-037	Ellis	FM 664	From Westmoreland Road to IH 35E in City of Red Oak	Widen from 2 lanes to 6 lanes urban divided, including intersection improvements	May-2018	\$37,040,607	Proposition 1	\$14,876,669	\$31,971,068	Proposition 1	\$0	\$37,628,007	\$17.1M in Category 2 funds taken from later phase of FM 664 (CSJ 1051-01-052) to enable this earlier phase to proceed to construction in FY 2018; Add CMAQ funds for intersection improvements, signals, turn lanes, and pedestrian improvements
							Category 1	\$1,921,068		Category 1	\$1,921,068		
							Category 7	\$15,173,331		Category 7	\$15,173,331		
										Category 2	\$17,100,000		
2679-02-008	Collin	FM 2514	From FM 2551 to West of FM 1378	Reconstruct 2 lane rural to 4 lane (ultimate 6 lane) urban divided	May-2018	\$16,783,550	Proposition 1	\$19,000,000	\$21,000,000	Proposition 1	\$0	\$16,802,000	Take \$13.6M Category 2 funding from FM 2551 (CSJ 2056-01-042) as it is letting later; Add CMAQ funds for turn lanes and pedestrian improvements
							RTR	\$2,000,000		RTR	\$2,000,000		
										Category 2	\$13,600,000		
										Category 5	\$1,202,000		
0081-04-025	Denton	US 377	From IH 35E to South of FM 1830	Widen two lane rural to six lane divided urban section	Jul-2018	\$26,000,000	Proposition 1	\$10,680,752	\$10,780,752	Proposition 1	\$22,627,983	\$26,727,983	Has State environmental clearance, so must leave Proposition 1 funds; Take \$1.09M Category 2 funds from US 380 (CSJ 0135-10-050) due to CMAQ eligible costs on US 380; Add CMAQ funds for intersection improvements and bicycle/pedestrian improvements
							RTR	\$100,000		RTR	\$100,000		
										Category 2	\$1,098,811		
										Category 5	\$2,901,189		
0081-04-035	Denton	US 377	At UP RR Overpass	Replace railroad overpass	Jul-2018	\$12,000,000	Proposition 1	\$2,269,248	\$6,960,154	Proposition 1	\$6,288,890	\$12,479,796	Take \$1.5M Category 2 from US 380 (CSJ 0135-10-050) due to CMAQ eligible costs on US 380
							RTR	\$4,690,906		RTR	\$4,690,906		
										Category 2	\$1,500,000		
1290-02-017	Rockwall	SH 276	From SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban ultimate 6	Feb-2018	\$16,547,045	Proposition 1	\$16,861,655	\$16,861,655	Proposition 1	\$0	\$16,558,000	Take \$14.9M Category 2 from US 380 (CSJ 0135-10-050) due to CMAQ eligible costs on US 380; Add CMAQ funds for intersection improvements, signals, and pedestrian improvements
										Category 2	\$14,900,000		
										Category 5	\$1,658,000		
1290-03-027	Rockwall	SH 276	From FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (ultimate 6)	Feb-2018	\$768,731	Proposition 1	\$800,000	\$800,000	Proposition 1	\$0	\$800,000	Take \$800,000 Category 2 from US 380 (CSJ 0135-10-050) due to CMAQ eligible costs on US 380
										Category 2	\$800,000		
0353-05-120	Dallas	SL 12	At Skillman	Reconstruct grade separation as a SPUI	Jan-2022	\$18,154,431	Proposition 1	\$15,000,000	\$16,116,185	Proposition 1	\$0	\$18,316,185	Temporarily moving funding from Dallas IH 35E managed lane project (CSJ 0442-02-159), as this project will let earlier; Will add balance to IH 35E project using FY 2027 funding when the Texas Transportation Commission makes those funds available for programming
							Category 1	\$1,116,185		Category 1	\$1,116,185		
										Category 4-3C	\$17,200,000		
0430-01-057	Dallas	SH 352	North of Kearney Street to US 80 EB frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway	Apr-2019	\$10,726,868	Proposition 1	\$6,045,000	\$8,460,000	Proposition 1	\$0	\$11,016,700	Take \$7.4M Category 2 funding from US 380 (CSJ 0135-10-050) due to CMAQ eligible costs; Take \$500,000 Category 2 funding from SH 78 (CSJ 0009-02-067) due to CMAQ eligible costs; Add CMAQ funding for turn lanes and pedestrian improvements
							Category 1	\$400,000		Category 1	\$400,000		
							Category 12 Revolver	\$2,015,000		Category 12 (MPO Revolver)	\$2,015,000		
										Category 2	\$7,900,000		
										Category 5	\$701,700		

FUNDING CHANGES NEEDED IN ORDER TO FULLY FUND PREVIOUS RTC COMMITMENTS ON PROPOSITION 1 PROJECTS

CSJ	County	Highway	Limits	Description	Let Date	Inflated Cost	Funding Category	Current Funding	Total Current Funding	Revised Funding Category	Revised Funding	Total Revised Funding	Comments
1015-01-023	Rockwall	FM 3549	From IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided	May-2018	\$10,808,275	Proposition 1	\$9,482,820	\$10,256,618	Proposition 1	\$0	\$10,883,298	Take \$9.25M Category 2 funding from US 380 (CSJ 0135-10-050) due to CMAQ eligible costs; Add CMAQ funding for turn lanes, signals, and pedestrian improvements
							Category 1	\$773,798		Category 1	\$773,798		
										Category 2	\$9,250,000		
										Category 5	\$859,500		
2056-01-042	Collin	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	Jan-2020	\$44,570,571	Proposition 1	\$0	\$38,099,111	Proposition 1	\$0	\$44,570,571	Advance \$13.6M Category 2 funding to FM 2514; Add \$13.6M in Category 2 to outer year (FY 2027) in order to proceed with letting of FM 2514 (CSJ 2679-02-008), because of utility delay issues on this project
							Category 2	\$38,099,111		Category 2	\$44,570,571		
2964-01-048	Dallas	SH 161	South of SH 183 to North of Belt Line Rd	Widen and reconstruct 4 to 8 general purpose lanes	Jun-2018	\$57,000,000	Proposition 1	\$0	\$62,000,000	Proposition 1	\$0	\$57,000,000	Move \$25M to LBJ East Phase II and \$32M funding swap with IH 35E (CSJ 0442-02-159); These funding exchanges advance this project to FY 2018, as it will be ready to let then and the other two projects will not be ready.
							Category 12 Clear Lanes	\$62,000,000		Category 12 Clear Lanes	\$0		
										Category 4-3C	\$57,000,000		
0135-10-050	Denton	US 380	US 377 to West of CR 26 (County Line)	Widen 4 to 6 lanes divided urban w/int improvements at FM 423, FM 720, Navo Rd, Teel Pkwy, and Legacy Dr	May-2021	\$129,360,761	Proposition 1	\$0	\$101,928,061	Proposition 1	\$0	\$129,728,061	Add CMAQ funds for several new grade separations along the US 380 corridor; Move earlier fiscal year Category 2 funding to other projects (\$57.4M) and replace with out-year Category 2 funding (FY 2027)
							Category 2	\$87,650,941		Category 2	\$51,250,941		
							Category 7	\$14,277,120		Category 7	\$14,277,120		
										Category 5	\$64,200,000		
2374-02-053	Dallas	IH 635	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 GP lanes, reconstruct existing 2 to 4 concurrent HOV/MGD lanes, reconstruct existing 4/6 discontinuous to continuous frontage roads & IH 30 interchange	Jul-2020	\$876,830,295	Proposition 1	\$0	\$181,000,000	Proposition 1	\$0	\$205,000,000	Current funding reflects funding swaps to advance Phase 1 of LBJ East; Additional revisions for 3 mile island (SH 161) funding swap
							Category 4-3C	\$175,000,000		Category 4-3C	\$175,000,000		
							Category 12 Clear Lanes	\$6,000,000		Category 12 Clear Lanes	\$30,000,000		
0009-02-067	Dallas	SH 78	At Gaston	Reconfigure intersection	Aug-2021	\$5,088,631	Proposition 1	\$0	\$4,500,000	Proposition 1	\$0	\$5,500,000	Reduced Category 2 funds by \$3.5M; Add CMAQ for intersection improvements
							Category 2	\$4,500,000		Category 2	\$1,000,000		
										Category 5	\$4,500,000		
1051-01-052	Ellis	FM 664	FM 1387 to Westmoreland Rd	Widen 2 lane rural highway to 4 lane divided urban	Sep-2023	\$25,000,000	Proposition 1	\$0	\$25,000,000	Proposition 1	\$0	\$25,000,000	Delay \$17.9 M to out-year (FY 2027) in order to let FM 664 (1051-01-037) in FY 2018
							Category 2	\$25,000,000		Category 2	\$25,000,000		
0442-02-159	Dallas	IH 35E	IH 20 to US 67	Construct 0 to 1 reversible HOV/managed lane	Aug-2027	\$80,430,987	Proposition 1	\$0	\$55,000,000	Proposition 1	\$0	\$80,000,000	Move FY 2018 Category 4-3C funding to SH 161 project (\$32M) ; delay \$18.2 M of Category 4-3C to FY 2027 to fund Skillman SPUI in FY 2019; Add \$37M in Category 12 Clear Lanes
							Category 4-3C	\$55,000,000		Category 4-3C	\$43,000,000		
										Category 12 Clear Lanes	\$37,000,000		
						1,412,258,113		634,562,410	634,562,410			745,158,444	

Total CMAQ Funds Requested	\$81,942,307
Current Category 2 Funds	\$155,250,052
Revised Category 2 Funds	\$207,520,323
Current Category 4 Funds	\$230,000,000
Revised Category 4 Funds	\$292,200,000
Current Category 12 Funds	\$68,000,000
Revised Category 12 Funds	\$67,000,000

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
Changes Associated with Funding the IH 635 East Project¹

County	Facility	Limits	Comments	RTC Approved Funding	FY 2017 - FY 2026								
					1	2	3	4	5	6	7	8	9
					Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 4 Hunt	Cat 12 FTW	Cat 12 DAL	Cat 12 Hunt
					\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0
Collin	North/South Arterials	West and East of Lake Lavon	Collin County Roadway Action Plan #4	\$200,000,000		\$100,000,000						\$200,000,000	
Collin	Regional Outer Loop	DNT to SH 121	Collin County Roadway Action Plan #2	\$100,000,000	-	\$100,000,000	-	-	-	-	-	\$100,000,000	-
Collin	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial	Collin County Roadway Action Plan #4; Other candidate projects TBD	\$50,000,000	-	\$50,000,000	-	-	-	-	-	\$50,000,000	-
Collin	US 380	Denton County Line to Hunt County Line	Includes McKinney Bypass; Other candidate projects TBD; Collin County Roadway Action Plan #3	\$252,000,000	-	\$1,000,000 \$70,000,000	-	-	\$175,000,000 \$150,000,000	-	-	\$76,000,000 \$32,000,000	-
Dallas	IH 635 (E)	US 75 to Royal/Miller Rd.	Anticipate investment from the private sector	\$469,000,000 \$50,000,000	-	\$469,000,000 \$50,000,000	-	-	-	-	-	-	-
Dallas	IH 635 (E) ^{2,3}	Royal/Miller Rd. to SH 78		\$112,738,800 \$262,738,800	-	-	-	-	-	-	-	\$112,738,800 \$262,738,800	-
Dallas	IH 635 (E) ^{2,3}	SH 78 to IH 30	Does not include the interchange at IH 30	\$181,000,000 \$450,000,000	-	\$100,000,000	-	-	\$175,000,000 \$200,000,000	-	-	\$6,000,000 \$150,000,000	-

Notes:

- 1: This spreadsheet only shows the projects affected by this funding change. The total funding in each county stayed the same.
- 2: IH 635 East between Royal/Miller Road and IH 30 is receiving 100% of the toll revenue collected between US 75 and Royal/Miller Road.
- 3: IH 635 East is a candidate to receive the \$300,000,000 in Dallas County contingency funds.

STATUS OF TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS
IN THE DALLAS-FORT WORTH REGION

TIP CODE	CSJ	IMPLEMENTING AGENCY	FACILITY/PROJECT LIMITS FROM	PROJECT LIMITS TO	PROJECT DESCRIPTION	ORIGINALLY PROGRAMMED FUNDING FY	CURRENT FUNDING FY	FEDERAL FUNDS OBLIGATED	TOTAL FEDERAL TAP FUNDS PROGRAMMED	MATCH TO FEDERAL FUNDS	TOTAL TAP FUNDING PROGRAMMED	UNOBLIGATED FEDERAL FUNDS AT RISK OF LAPSING	RISK OF MISSING FY2017 OBLIGATION DEADLINE
53125	0902-48-697	TXDOT FORT WORTH	ON WHITE SETTLEMENT ROAD	AT BYPASS CHANNEL IN FORT WORTH	CONSTRUCT 4 LANE BRIDGE AT NEW LOCATION OF PROPOSED BYPASS CHANNEL FOR TRINITY RIVER NEAR CBD OF FORT WORTH	2014	2014	\$ 3,000,000	\$ 3,000,000	\$ 750,000	\$ 3,750,000	\$ -	FULLY OBLIGATED
Total for FY2014								\$ 3,000,000	\$ 3,000,000	\$ 750,000	\$ 3,750,000	\$ -	
40024	0918-47-138	DALLAS	ROSEMONT SAFE ROUTES TO SCHOOL PROJECT; BOUNDED BY KESSLER PWKY ON THE NORTH, CEDAR HILL AVE ON THE EAST,	W 12TH ST ON THE SOUTH, AND MARY CLIFF RD ON THE WEST	PRELIMINARY ENGINEERING FOR VARIOUS SAFE STREET BIKE/PEDESTRIAN IMPROVEMENTS INCLUDING TRAFFIC CALMING MEASURES IN THE ROSEMONT NEIGHBORHOOD	2015	2016	\$ 80,000	\$ 80,000	\$ 20,000	\$ 100,000	\$ -	FULLY OBLIGATED
40030 ¹	0918-47-141	GRAND PRAIRIE	CITY WIDE SAFE ROUTES TO SCHOOL IMPROVEMENTS AND SIDEWALK IMPROVEMENTS	IN PROXIMITY TO VARIOUS SCHOOLS IN GRAND PRAIRIE	CITY WIDE SAFE ROUTES TO SCHOOL IMPROVEMENTS AND SIDEWALK IMPROVEMENTS	2016	2016	\$ 390,684	\$ 390,684	\$ -	\$ 390,684	\$ -	FULLY OBLIGATED
40006	0918-47-143	MESQUITE	MILITARY PARKWAY TRAIL FROM SAM HOUSTON	RODEO CENTER BOULEVARD	CONSTRUCT APPROXIMATELY 1.6 MILE BIKE/PEDESTRIAN TRAIL	2016	2016	\$ 1,950,351	\$ 1,950,351	\$ 488,588	\$ 2,438,939	\$ -	FULLY OBLIGATED
40011	0918-24-215	PRINCETON	ALONG NORTH SIDE OF COLLEGE AVE FROM COMMUNITY PARK TO NORTH SECOND ST, ALONG NORTH SIDE OF MCKINNEY AVE FROM NORTH FOURTH ST TO N SIXTH ST,	ALONG WEST SIDE OF NORTH SIXTH ST (FM 1377) TO EAST WILLOW LANE AND ALONG E PRINCETON DR (US 380) FROM N FOURTH ST TO WEST OF FM 458	SAFE ROUTES TO SCHOOL PROJECT; SIDEWALKS	2016	2016	\$ 440,000	\$ 440,000	\$ 110,000	\$ 550,000	\$ -	FULLY OBLIGATED
Total for FY2016								\$ 2,861,035	\$ 2,861,035	\$ 618,588	\$ 3,479,623	\$ -	
40002	0747-04-073	ARLINGTON	SOUTH COOPER ST SAFE SCHOOL CROSSING AT THE INTERSECTION OF SOUTH COOPER	SNOOTY FOX DRIVE/COOPER SQUARE CIRCLE	TRAFFIC SIGNAL AND CROSSWALKS	2016	2017	\$ 102,035	\$ 448,500	\$ -	\$ 448,500	\$ 346,465	LOW
40004	0902-90-024	ARLINGTON	RIVER LEGACY PARK TRAIL EXTENSION FROM CURRENT EASTERN ENDPOINT	SH 360	CONSTRUCT APPROXIMATELY 0.5 MILE BIKE/PEDESTRIAN TRAIL EXTENSION	2017	2017	\$ 104,772	\$ 574,999	\$ 472,281	\$ 1,047,280	\$ 470,227	LOW
40027	0918-47-136	CEDAR HILL	FM 1382--HIKE AND BIKE TRAIL FROM CEDAR HILL STATE PARK ENTRANCE NORTH	JOE POOL LAKE OVERLOOK ENTRANCE	CONSTRUCT APPROXIMATELY 2 MILES OF SHARED-USE PATH (PHASE 2)	2017	2017	\$ 195,650	\$ 2,999,966	\$ 999,989	\$ 3,999,955	\$ 2,804,316	LOW
40008.1	0136-12-026	COMMERCE	BS 224B FROM LIVE OAK STREET (BUS 244B) FROM SH 24	WASHINGTON STREET	SIDEWALK IMPROVEMENTS ALONG SOUTH SIDE OF LIVE OAK; ON-SYSTEM	2016	2017	\$ 122,531	\$ 471,698	\$ 90,706	\$ 562,404	\$ 349,167	HIGH

¹\$185,089 Federal TAP funds transferred from TIP 40030 (Grand Prairie Safe Routes to Schools) to TIP 20212 (IH 20 from Carrier Parkway to FM 1382/Belt Line) during the November 2016 TIP modification cycle. Funding was transferred to build sidewalks that were originally included in Grand Prairie's Safe Routes to School project via the IH 20 project instead. As a result, TIP 20212 was added to this list.

LOW RISK - Project on schedule to let in FY2017

MODERATE RISK - Project scheduled to let in FY 2017, but based on information received, there is a potential for delays

HIGH RISK - Project not likely to meet FY2017 deadline

FULLY OBLIGATED - All federal funds programmed to the project have obligated

**STATUS OF TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS
IN THE DALLAS-FORT WORTH REGION**

TIP CODE	CSJ	IMPLEMENTING AGENCY	FACILITY/PROJECT LIMITS FROM	PROJECT LIMITS TO	PROJECT DESCRIPTION	ORIGINALLY PROGRAMMED FUNDING FY	CURRENT FUNDING FY	FEDERAL FUNDS OBLIGATED	TOTAL FEDERAL TAP FUNDS PROGRAMMED	MATCH TO FEDERAL FUNDS	TOTAL TAP FUNDING PROGRAMMED	UNOBLIGATED FEDERAL FUNDS AT RISK OF LAPSING	RISK OF MISSING FY2017 OBLIGATION DEADLINE
40008.2	0901-22-113	COMMERCE	LIVE OAK STREET FROM WASHINGTON STREET	PECAN STREET	SIDEWALK IMPROVEMENTS ALONG SOUTH SIDE OF LIVE OAK, OFF-SYSTEM	2016	2017	\$ 9,175	\$ 28,302	\$ 4,782	\$ 33,084	\$ 19,127	HIGH
40009.1	0901-22-111	COMMERCE	MAPLE STREET FROM MONROE STREET	PARK STREET	SIDEWALK IMPROVEMENTS ALONG PORTIONS OF MAPLE STREET	2016	2017	\$ 96,753	\$ 396,000	\$ 78,225	\$ 474,225	\$ 299,247	HIGH
40009.2	0901-22-112	COMMERCE	PARK STREET FROM MAPLE STREET	S OF MAPLE STREET	SIDEWALK IMPROVEMENTS ALONG PORTIONS OF PARK STREET	2016	2017	\$ 26,499	\$ 84,000	\$ 14,375	\$ 98,375	\$ 57,501	HIGH
40009.3	0083-01-054	COMMERCE	BS 11H FROM MAPLE STREET	PARK STREET	SIDEWALK IMPROVEMENTS ALONG PORTIONS OF MAPLE STREET	2016	2017	\$ 4,748	\$ 15,052	\$ 2,576	\$ 17,628	\$ 10,304	HIGH
40023	0918-47-139	DALLAS	TRINITY SKYLINE TRAIL EXTENSION FROM SYLVAN AVENUE	CAMPION TRAIL NORTH OF SH 356	CONSTRUCT BIKE/PEDESTRIAN TRAIL ALONG THE TRINITY RIVER	2018	2017	\$ 761,800	\$ 2,989,994	\$ 2,056,794	\$ 5,046,788	\$ 2,228,194	HIGH
40014	0918-47-137	DALLAS CO	NORTHAVEN TRAIL FROM WEST OF MIDWAY ROAD (CINDERELLA LN)	WALNUT HILL/DENTON DART STATION (DENTON DR)	CONSTRUCT PHASES 2B AND 2C OF MULTIMODAL TRAIL, ON STREET BIKE FACILITY, AND SIDEWALK IMPROVEMENTS	2017	2017	\$ 82,172	\$ 2,519,928	\$ 1,478,958	\$ 3,998,886	\$ 2,437,756	LOW
40028	0918-47-140	FARMERS BRANCH	BROOKHAVEN COLLEGE CAMPUS - INTERCITY CONNECTIONS		PEDESTRIAN BRIDGE AND SIDEWALK ALONG MARSH LANE AND ON-STREET BIKEWAY IMPROVEMENTS ON ROSSER RD FROM IH 635 TO VALLEY VIEW LANE, INCLUDING SIGNAL IMPROVEMENTS AT THE ROSSER ROAD/VALLEY VIEW LANE INTERSECTION	2017	2017	\$ 85,577	\$ 510,750	\$ 141,747	\$ 652,497	\$ 425,173	HIGH
40031	0902-90-031	FORT WORTH	TRINITY TRAILS EAST FORT WORTH EXTENSION FROM HANDLEY-EDERVILLE RD	RIVER TRAILS PARK AND TRINITY BLVD	CONSTRUCT A BICYCLE/PEDESTRIAN TRAIL	2017	2017	\$ 4,402	\$ 2,347,940	\$ 586,985	\$ 2,934,925	\$ 2,343,538	MODERATE
40026	0902-90-030	HURST	PEDESTRIAN AND SAFETY IMPROVEMENTS NEAR HARRISON LANE ELEMENTARY AND HURST JUNIOR HIGH	CHERYL AVE, KEITH DR, SHERI LN, BUENA VISTA DR, EAST PECAN ST, SOUDER DR, AND HURSTVIEW DR	SIDEWALK IMPROVEMENTS ALONG VARIOUS ROADWAYS IN PROXIMITY TO HARRISON LANE ELEMENTARY SCHOOL AND HURST JUNIOR HIGH SCHOOL	2016	2017	\$ 489,515	\$ 489,515	\$ 107,579	\$ 597,094	\$ -	FULLY OBLIGATED
40003	0902-90-027	KELLER	MOUNT GILEAD ROAD TRAIL FROM BOURLAND ROAD	WOODSBOROUGH LANE	CONSTRUCT APPROXIMATELY 0.6 MILE BIKE/PEDESTRIAN TRAIL ALONG NORTH SIDE OF MOUNT GILEAD ROAD	2016	2017	\$ 82,000	\$ 481,059	\$ 120,265	\$ 601,324	\$ 399,059	LOW

¹\$185,089 Federal TAP funds transferred from TIP 40030 (Grand Prairie Safe Routes to Schools) to TIP 20212 (IH 20 from Carrier Parkway to FM 1382/Belt Line) during the November 2016 TIP modification cycle. Funding was transferred to build sidewalks that were originally included in Grand Prairie's Safe Routes to School project via the IH 20 project instead. As a result, TIP 20212 was added to this list.

LOW RISK - Project on schedule to let in FY2017

MODERATE RISK - Project scheduled to let in FY 2017, but based on information received, there is a potential for delays

HIGH RISK - Project not likely to meet FY2017 deadline

FULLY OBLIGATED - All federal funds programmed to the project have obligated

**STATUS OF TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS
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40025	0918-46-285	LITTLE ELM	HARTS BRANCH TRAIL FROM EAST ELDORADO PARKWAY	WALKER LANE	CONSTRUCT BIKE/PEDESTRIAN TRAIL	2016	2017	\$ 1,720,000	\$ 1,720,000	\$ 641,943	\$ 2,361,943	\$ -	FULLY OBLIGATED
40015	0172-02-074	MANSFIELD	MANSFIELD TRAIL CONNECTION TO CITY SPINE TRAIL FROM WEST OAK STREET	TOWN PARK	CONSTRUCT APPROXIMATELY 0.4 MILE BIKE/PEDESTRIAN TRAIL ALONG BOTH SIDES OF FM 157/BUSINESS 287	2016	2017	\$ 3,647	\$ 947,111	\$ 315,704	\$ 1,262,815	\$ 943,464	LOW
40010	0918-24-213	MCKINNEY	PED SAFETY ENHANCE IN VAR LOCS IN PROX TO BURKS, CALDWELL, ELLIOT, GLEN OAKS, JOHNSON, MCNEIL ELEMENTARY SCHOOLS;	COMSTROCK, OGLE, SCOTT, AND SONNTAG ELEMENTARY SCHOOLS; COCKRILL MIDDLE AND SCOGGINS MIDDLE SCHOOLS	SIDEWALK IMPROVEMENTS	2016	2017	\$ 94,802	\$ 490,699	\$ -	\$ 490,699	\$ 395,897	HIGH
40001	0918-24-214	PLANO	COTTONWOOD CREEK TRAIL EXTENSION FROM THE NORTH SIDE OF CHAPARRAL ROAD	OAK POINT PARK NEAR EAST PARKER ROAD	APPROXIMATELY 2 MILE BIKE/PEDESTRIAN TRAIL EXTENSION ALONG COTTONWOOD CREEK	2016	2017	\$ 110,374	\$ 1,692,407	\$ 395,508	\$ 2,087,915	\$ 1,582,033	HIGH
20212 ¹	2374-04-049	TXDOT DALLAS	IH 20 FROM CARRIER PARKWAY	FM 1382 (BELT LINE)	CONSTRUCT 0 TO 6 LANE FRONTAGE ROADS, RAMP MODIFICATIONS, AND SIDEWALKS	2017	2017	\$ 185,089	\$ 185,089	\$ -	\$ 185,089	\$ -	FULLY OBLIGATED
40012	0008-09-035	TXDOT FORT WORTH	FM 5 FROM PEDESTRIAN IMPROVEMENTS FROM AUTUMNWOOD DR	VILLAGE PARKWAY	CONSTRUCT APPROXIMATELY 0.4 MILE SIDEWALK ALONG WEST SIDE OF FM 5 TO MCANULLY INTERMEDIATE SCHOOL	2016	2017	\$ 325,000	\$ 325,000	\$ -	\$ 325,000	\$ -	FULLY OBLIGATED
Total for FY2017								\$ 4,606,541	\$ 19,718,009	\$ 7,508,417	\$ 27,226,426	\$ 15,111,468	
40005	0902-90-025	ARLINGTON	LYNN CREEK LINEAR PARK TRAIL EXTENSION FROM CURRENT EASTERN ENDPOINT	NEW YORK AVENUE	CONSTRUCT APPROXIMATELY 1.7 MILE BIKE/PEDESTRIAN TRAIL	2017	2018	\$ 162,879	\$ 1,002,877	\$ 844,742	\$ 1,847,619	\$ 839,998	N/A - PROJECT PROGRAMMED IN FY2018
40029	0918-47-142	IRVING	DELAWARE CREEK TRAIL CONNECTOR FROM SENTER RD/SENTER VALLEY RD	CAMPION TRAIL AT MOUNTAIN CREEK PRESERVE	INSTALL A HIKE AND BIKE TRAIL	2018	2018	\$ 123,913	\$ 1,900,000	\$ 444,022	\$ 2,344,022	\$ 1,776,087	N/A - PROJECT PROGRAMMED IN FY2018
Total for FY2018								\$ 286,792	\$ 2,902,877	\$ 1,288,764	\$ 4,191,641	\$ 2,616,085	
Grand Total								\$ 10,754,368	\$ 28,481,921	\$ 10,165,769	\$ 38,647,690	\$ 17,727,553	

¹\$185,089 Federal TAP funds transferred from TIP 40030 (Grand Prairie Safe Routes to Schools) to TIP 20212 (IH 20 from Carrier Parkway to FM 1382/Belt Line) during the November 2016 TIP modification cycle. Funding was transferred to build sidewalks that were originally included in Grand Prairie's Safe Routes to School project via the IH 20 project instead. As a result, TIP 20212 was added to this list.

LOW RISK - Project on schedule to let in FY2017 \$ 7,401,287
 MODERATE RISK - Project scheduled to let in FY 2017, but based on information received, there is a potential for delays \$ 2,343,538
 HIGH RISK - Project not likely to meet FY2017 deadline \$ 5,366,643
 FULLY OBLIGATED - All federal funds programmed to the project have obligated \$ 8,580,639

Compatibility Strategy Menu - Regional

The table describes the recommended strategies and actions for partners in the *Joining Forces* region to enhance compatibility of land uses around military installations, as well as recommendations for continued cooperation on a range of issues. These actions and strategies respond to issues and opportunities (listed below) identified by elected officials, DoD staff, and other stakeholders. These strategies typically address compatibility issues that are common across all of the region's installations and their impacts cross jurisdictional boundaries. As a result, these strategies must draw from the support of multiple federal, state, local, and private sector actors.

Issues/Opportunities:

- Declines in regional air quality could trigger air pollution control measures and reduce flexibility to expand aircraft operations due to emissions limits (**Air Quality**)
- Drones/unmanned aerial systems (UAS) can create physical hazards, such as midair strikes with aircraft, or pose security and safety threats to military installations (**Aviation and Airspace Safety**)
- There is no established mechanism for regular communication among all installations and defense communities in North Texas (**Communication and Coordination**)
- Energy-related infrastructure, including utility-scale wind and solar, transmission lines, and gas wells, can create aviation hazards or interfere with radar systems (**Energy Infrastructure and Statewide Policy/Legislative Actions**)
- Less utilized facilities in the region offer opportunities for better coordination and the sharing of military resources across installations (**Military Plans/Operations and Statewide Policy/Legislative Actions**)
- Installations around the region, particularly NAS Fort Worth, JRB periodically receive complaints about noise that does not originate with their operations (**Noise Management/Avoidance**)
- There are no formal requirements in the State of Texas to notify installations of energy infrastructure development, particularly in unincorporated areas where siting could impair the use of airspace and radar (**Statewide Policy/Legislative Actions**)

- Counties in the State of Texas lack zoning authority and are thus less able to shape compatible development patterns on unincorporated land near military installations (**Statewide Policy/Legislative Actions**)
- Texas state law does not require real estate agents to disclose the proximity of property to military installations or training activity (**Statewide Policy/Legislative Actions**)

Summary of High Priority and Short Term Actions – *Joining Forces* Region

Category	Strategy
Airspace	Conduct educational outreach with communities to increase awareness of the security and safety risks associated with UAS operations near airfields and military facilities and offer technical assistance to local law enforcement agencies to identify and prevent unauthorized or unsafe drone use in the community
Communication	Build on existing coordination bodies, such as the NCTCOG’s RCC and the TCC to create a region-wide forum for communication and advocacy of the military missions, assets, and installations across North Texas: <ul style="list-style-type: none"> • Convene a yearly forum of <i>Joining Forces</i> military and community stakeholders to communicate updates in missions and operational activities, identify common interests and available resources, and jointly pursue legislative and funding opportunities
Energy	Establish guidelines to promote an early notification and consultation process in which local governments provide regular updates on the siting of energy and communications infrastructure near military installations and aviation training areas within their jurisdictions
Energy	Conduct early outreach with energy developers and regulators during the project planning phase to increase awareness of potential compatibility challenges and offer technical guidance and resources to develop appropriate mitigation and alternate siting strategies that reduce the impacts of energy infrastructure on military operations
Military Plans	Explore the feasibility of sharing training assets and potentially shifting operations/training activity across <i>Joining Forces</i> facilities to reduce compatibility issues at higher intensity installations with known encroachment and maximize the capacity of less utilized installations
Statewide Policy/Legislative	Actively pursue state legislation that enables counties to implement targeted land use controls on unincorporated land in specified proximity to military installations and training areas: <ul style="list-style-type: none"> • Meet with administrative staff of area legislators and discuss the sponsorship and drafting of proposed legislation to mitigate the impact of incompatible development and practices on military operations • Prepare to provide expert testimony during Legislative Session
Statewide Policy/Legislative	Actively pursue state legislation that incorporates the disclosure of property inside noise zones and APZs on statewide real estate forms (see footnote)

Regional Compatibility Strategies – *Joining Forces* Region

Strategy	Partners	Area	Priority	Timeframe
Air Quality				
Track future air emissions associated with military aircraft operations in the region and identify appropriate air pollution control strategies as necessary to achieve compliance with National Ambient Air Quality Standards (NAAQS)	Lead: NCTCOG, NAS Fort Worth, JRB Supporting: Federal, state, and local regulatory agencies	Designated NAAQS non-attainment area	Medium	Short to Mid
Aviation and Airspace Safety				
Increase awareness of the multiple uses of regional airspace and establish an outreach and educational process to reduce unintentional encroachment by private general aviation airspace users <ul style="list-style-type: none"> Conduct specific outreach to general aviation pilots 	Lead: NCTCOG, NAS Fort Worth, JRB Supporting: FAA, TxDOT, Aviation Division	Airspace in the 16-county region of North Central Texas	High	Short
Track trends in regional airspace use associated with military mission change and/or new aircraft, such as the F-35: <ul style="list-style-type: none"> Identify any areas of increasing air traffic volume or conflict and collaborate with airports and aviation authorities to develop management actions to deconflict congested areas and maximize airspace safety and capacity Update the North Central Texas General Aviation and Heliport System Plan with any additional mitigation strategies identified 	Lead: NAS Fort Worth, JRB, Dallas-Fort Worth International Airport, Dallas Love Field, Dallas Executive Airport, NCTCOG Supporting: FAA, TxDOT, Aviation Division	Airspace in the 16-county region of North Central Texas	High	Short to Mid

Strategy	Partners	Area	Priority	Timeframe
Conduct educational outreach with communities to increase awareness of the security and safety risks associated with UAS operations near airfields and military facilities and offer technical assistance to local law enforcement agencies to identify and prevent unauthorized or unsafe drone use in the community	Lead: NCTCOG Supporting: Military Installations, Regional Airports, City and County Governments	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas	High	Short
Develop model UAS guidance and an ordinance for use by local governments to govern the operation of small UAS: <ul style="list-style-type: none"> • Coordinate with the FAA to ensure that policies are consistent with FAA regulation of national airspace and align with existing pilot and operating rules for small unmanned aircraft • Explore provisions related to restrictions on flying UAS near airports and over specified sensitive uses, such as military installations and training activities • Work with local jurisdictions to promote the implementation of model UAS ordinance provisions and guidelines 	Lead: NCTCOG Supporting: Military Installations, FAA, Regional Airports, City and County Governments	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas	Medium	Short

Strategy	Partners	Area	Priority	Timeframe
Coordinate on the use of UAS by local governments for law enforcement purposes or UAS-related business development to ensure safe public and commercial operations near aviation and military training activities: <ul style="list-style-type: none"> Collaborate with military installations to identify any specific training and operational areas that are vulnerable to safety and security threats from unauthorized UAS activity 	Lead: NCTCOG Supporting: Military Installations, FAA, Regional Airports, City and County Governments	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas	Medium	Short
Communication and Coordination				
Build on existing coordination bodies, such as NCTCOG’s RCC and the state TCC to create a region-wide forum for communication and advocacy of the military missions, installations, and training assets across North Texas: <ul style="list-style-type: none"> Convene a yearly forum of <i>Joining Forces</i> military and community stakeholders to communicate updates in missions and operational activities, identify common interests and available resources, and jointly pursue legislative and funding opportunities 	Lead: NCTCOG Supporting: Military Installations, City and County Governments, Texas Military Department, Texas Military Preparedness Commission	<i>Joining Forces</i> region	High	Short

Strategy	Partners	Area	Priority	Timeframe
Energy Infrastructure				
Establish guidelines to promote an early notification and consultation process in which local governments provide regular updates on the siting of energy and communications infrastructure near military installations and aviation training areas within their jurisdictions	Lead: NCTCOG, City and County Governments Supporting: Military Installations	SUAs, MOAs, MTRs, airfield clearance zones; drop zones; low-level approach and departure paths	High	Short
Conduct early outreach with energy developers and regulators during the project planning phase to increase awareness of potential compatibility challenges and offer technical guidance and resources to develop appropriate mitigation and alternate siting strategies that reduce the impacts of energy infrastructure on military operations	Lead: City and County Governments Supporting: NCTCOG, Military Installations, Texas Military Department, Public Utility Commission of Texas, ERCOT	SUAs, MOAs, MTRs, airfield clearance zones; drop zones; low-level approach and departure paths	High	Short

Strategy	Partners	Area	Priority	Timeframe
<p>Create and maintain an accessible regional spatial database to track major physical obstructions and flight hazards, including utility-scale wind and solar infrastructure, transmission lines, gas wells, and communication towers:</p> <ul style="list-style-type: none"> Produce maps to highlight the overlap of major infrastructure with key military aviation training areas Use available spatial data to assist in identifying areas where the siting of infrastructure is at risk of contributing to radar interference, aviation hazards or other incompatibilities with military operations 	<p>Lead: NCTCOG Supporting: Military Installations, City and County Governments, FAA</p>	<p>SUAs, MOAs, MTRs, airfield clearance zones; drop zones; low-level approach and departure paths</p>	<p>Medium</p>	<p>Medium</p>
<p>Strengthen the existing DoD Siting Clearinghouse process and advocate for additional federal guidance to assist in developing compatible energy projects:</p> <ul style="list-style-type: none"> Encourage energy generation and transmission developers to obtain a Military Impact Statement from the installation or Site Clearinghouse on proposed energy, and/or transmission projects, which are near installations, military flight paths, or may interfere with radar and low-level flights Encourage the DoD to send proposed energy projects to major military commands and the local installations for early review and that project evaluation integrates existing local government planning processes 	<p>Lead: Military Installations Supporting: City and County Governments, Texas Military Department</p>	<p>SUAs, MOAs, MTRs, airfield clearance zones; drop zones; low-level approach and departure paths</p>	<p>Medium</p>	<p>Medium</p>
Land Use				
<p>Develop a toolbox of land use, development, and infrastructure regulatory options available under current State of Texas law to assist county governments in maximizing their ability to shape compatible development patterns in unincorporated areas near military operations</p>	<p>Lead: NCTCOG Supporting: County Governments</p>	<p>SUAs, MOAs, MTRs, airfield clearance zones; drop zones; low-level approach and departure paths</p>	<p>Medium</p>	<p>Medium</p>

Strategy	Partners	Area	Priority	Timeframe
Military Plans/Operations				
Explore the feasibility of sharing training assets and potentially shifting operations/training activity across <i>Joining Forces</i> facilities to reduce compatibility issues at higher intensity installations with known encroachment and maximize the capacity of less utilized installations	Lead: Military Installations, Texas Military Department	<i>Joining Forces</i> region	High	Short
Noise Management/Avoidance				
Create an internally coordinated noise complaint management process across DoD services in the <i>Joining Forces</i> region to field and document noise complaints: <ul style="list-style-type: none"> Share analysis of complaints received with local governments to highlight patterns of noise exposure and areas of sensitivity, and identify opportunities to enhance public outreach and develop appropriate noise mitigation strategies 	Lead: NAS Fort Worth, JRB Supporting: Fort Wolters, Camp Maxey, RTAHP, City and County Governments	<i>Joining Forces</i> region	Medium	Medium
Statewide Policy/Legislative Actions				
Actively pursue state legislation that enables counties to implement targeted land use controls on unincorporated land in specified proximity to military installations and training areas: <ul style="list-style-type: none"> Meet with administrative staff of area legislators and discuss the sponsorship and drafting of proposed legislation to mitigate the impact of incompatible development and practices on military operations Prepare to provide expert testimony during Legislative Session 	Lead: Military Installations, TCC, NCTCOG Supporting: City and County Governments	<i>Joining Forces</i> region	High	Short

Strategy	Partners	Area	Priority	Timeframe
<p>Actively pursue state legislation to establish a formal process of consultation under which communities notify and seek comment from an installation for a proposed ordinance, rule, plan or structure that could affect an installation or military training activities:</p> <ul style="list-style-type: none"> • Meet with administrative staff of area legislators and discuss the sponsorship and drafting of proposed legislation to mitigate the impact of incompatible development and practices on military operations • Prepare to provide expert testimony during Legislative Session 	<p>Lead: Military Installations, TCC, NCTCOG</p> <p>Supporting: City and County Governments</p>	<p><i>Joining Forces</i> region</p>	<p>Medium</p>	<p>Medium</p>
<p>Actively pursue state legislation to create an early notification process to coordinate on the siting of major energy infrastructure projects, such as utility-scale wind and solar farms, transmission lines, and gas wells:</p> <ul style="list-style-type: none"> • Meet with administrative staff of area legislators and discuss the sponsorship and drafting of proposed legislation to mitigate the impact of incompatible development and practices on military operations • Prepare to provide expert testimony during Legislative Session • Monitor proposed legislation that encourages alternative energy development; collect data to coordinate efforts to prevent siting and development of wind energy facilities near military training areas • Build on data gathering and planning activities of the Electric Reliability Council of Texas (ERCOT) to facilitate statewide coordination between energy developers, regulators and military installations 	<p>Lead: Military Installations, TCC, NCTCOG</p> <p>Supporting: City and County Governments, ERCOT</p>	<p><i>Joining Forces</i> region</p>	<p>Medium</p>	<p>Medium</p>

Strategy	Partners	Area	Priority	Timeframe
Actively pursue strategic infrastructure or other physical investments to support increased installation capabilities in the <i>Joining Forces</i> region <ul style="list-style-type: none"> Explore opportunities to access funding through the Defense Economic Adjustment Assistance Grant Program and the Texas Military Value Revolving Loan Fund 	Lead: Military Installations, TCC, NCTCOG Supporting: City and County Governments, Texas Military Department, Texas Military Preparedness Commission	<i>Joining Forces</i> region	Medium	Medium

Acronyms:

APZs – Accident Potential Zones

DoD – Department of Defense

ERCOT - Electric Reliability Council of Texas

FAA – Federal Aviation Administration

MOAs - Military Operating Areas

MTRs - Military Training Routes

NCTCOG – North Central Texas Council of Governments

RCC - Regional Coordination Committee

TCC - Texas Commander’s Council

UAS - Unmanned Aerial Systems

Timeframe:

Short 1 to 2 years

Mid 3 to 5 years

Long 5+ years

Compatibility Strategy Menu – Fort Wolters and Communities

The table describes the recommended strategies for Fort Wolters and civilian organizations to continue enhancing compatibility of land uses around Fort Wolters, as well as recommendations for strengthening cooperation on a range of issues. These actions respond to issues and opportunities (listed below) identified by elected officials, DoD staff, and other community stakeholders. The menus organize strategies with the highest priority and shorter term actions at the top of each category followed by less critical and longer term measures. Partners should revisit the menu to adapt strategies in response to local conditions, available resources, and changing needs and priorities.

Issues/Opportunities:

- Drones/unmanned aerial systems (UAS) can create physical hazards, such as midair strikes with aircraft, or pose security and safety threats to military installations (**Aviation and Airspace Safety**)
- There are no formal channels of communication and coordination between Fort Wolters and surrounding communities and a desire for increased military-civilian outreach and coordination (**Communication and Coordination**)
- State, federal, and local entities manage significant land and water resources near *Joining Forces* installations. Changes in ownership or use of resources could potentially alter known compatibility impacts on military operations (**Communication and Coordination**)
- Less utilized facilities in the region offer opportunities for better coordination and sharing of military resources among installations. Communities around Fort Wolters indicated a desire to accommodate expanded military and defense-related operations and economic activity (**Economic Development**)
- Energy-related infrastructure, including utility-scale wind and solar, transmission lines, and gas wells can create aviation hazards near military airfields and MTRs and interfere with radar (**Energy Infrastructure**)
- The presence of rural lands, working farms, and sensitive environmental resources near Fort Wolters offers opportunities to establish conservation partnerships and create natural buffers around military operations (**Environmental/Cultural Resources**)

- Military training, including the use of vehicles, equipment, and ordnance, can contribute to a higher risk of wildfires and resulting safety threats to life and property (**Fire Management**)
- The presence of parks, lakes, detention ponds, sanitary landfills, or certain crops near airfields can attract birds and increase the risk of bird/aircraft strikes (**Land Use**)
- Local government plans set a policy framework for detailed compatibility actions. Some local government comprehensive or strategic planning studies, particularly older documents lack specific language on compatibility with military installations (**Local Government Plans**)
- Changes in missions or aircraft operational levels or mix can produce new noise, safety or other impacts on surrounding areas (**Military Plans/Operations**)
- Installations in the region host significant training activity by visiting military units. A lack of familiarity with nearby areas off the installation may contribute to increased noise or safety exposure during training (**Military Plans/Operations**)
- The presence of scattered unexploded ordnance in areas around Fort Wolters can create a safety risk in surrounding communities (**Military Plans/Operations**)
- Sound attenuation construction practices and energy efficient design can reduce indoor noise exposure from nearby military training activity (**Noise Management/Avoidance**)
- Military installations in the region currently implement a range of avoidance and mitigation strategies to reduce aircraft noise exposure in surrounding areas (**Noise Management/Avoidance**)
- Light pollution and glare from lighting applications and digital billboards can interfere with pilot vision and the use of night-vision training devices (**Outdoor Lighting/Signs**)
- Adjoining recreational amenities increase the risk of trespass onto military lands (**Physical Security**)
- Deficiencies in condition and/or capacity in the transportation network surrounding installations can affect the movement of military personnel or equipment and increase safety risks for all users (**Transportation**)

Summary of High Priority and Short Term Actions – Fort Wolters and Communities

Category	Strategy
Airspace	Identify specific off-installation aviation and range training areas vulnerable to security and safety threats from UAS activity
Communication and Coordination	Continue briefings with regional partners to build support and strengthen engagement in ongoing <i>Joining Forces</i> compatibility implementation activities
Communication and Coordination	Create formal, ongoing channels of communication and coordination between Fort Wolters and local communities to exchange information on major community actions and military operations that have potential compatibility impacts
Communication and Coordination	Develop outreach materials to include information on mission, economic impact, and clear points of contact at Fort Wolters, as well as a map highlighting general operational impacts such as noise in surrounding communities
Communication and Coordination	Establish a formal coordination process with the entities that manage Lake Mineral Wells State Park to ensure that ongoing operations, management actions, and plans consider environmental and security impacts on Fort Wolters operations
Communication and Coordination	Support implementation of TXHB 890 by ensuring the ready availability of compatibility-related studies, such as the most recent AICUZ and/or JLUS (see footnote)
Energy	<p>Coordinate on the siting of energy infrastructure to reduce safety threats to aviation activity</p> <ul style="list-style-type: none"> • Coordinate to ensure that Fort Wolters and NAS Fort Worth, JRB receive updated mapping of the location of energy infrastructure
Land Use	Explore use of State of Texas authority to establish a Joint Airport Zone (JAZ) Board to prevent aviation related hazards around Fort Wolters
Military Plans	Collaborate with local communities to reinforce existing safety and reporting guidelines in the event of discovery of unexploded ordnance on off-installation land
Physical Security	Coordinate with Lake Mineral Wells State Park on security issues and enhance outreach to recreational users on the safety risks associated with trespass onto Fort Wolters

Compatibility Strategies – Fort Wolters and Communities

Strategy	Partners	Area	Priority	Timeframe
Aviation and Airspace Safety				
Identify specific aviation and range training areas vulnerable to security and safety threats from UAS activity	Lead: Fort Wolters, NAS Fort Worth, JRB Supporting: City of Mineral Wells, Palo Pinto County, Parker County, Local Airports	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas	High	Short
Communication and Coordination				
Continue briefings with regional partners to build support and strengthen engagement in ongoing <i>Joining Forces</i> compatibility implementation activities	Lead: NCTCOG Supporting: City and County Governments	Palo Pinto and Parker Counties and Municipalities	High	Short
Create formal, ongoing channels of communication and coordination between Fort Wolters and local communities to exchange information on major community actions and military operations that have potential compatibility impacts	Lead: Fort Wolters, City of Mineral Wells Supporting: NCTCOG, Texas Military Department, Parker County, Palo Pinto County	Palo Pinto and Parker Counties and Municipalities	High	Short

Strategy	Partners	Area	Priority	Timeframe
Develop outreach materials to include information on mission, economic impact, and clear points of contact at Fort Wolters, as well as map of general operational impacts such as noise in surrounding communities	Lead: Fort Wolters, Texas Military Department Supporting: NCTCOG, City of Mineral Wells, Palo Pinto County, Parker County	Palo Pinto and Parker Counties and Municipalities	High	Short
Establish a formal coordination process with the entities that manage Lake Mineral Wells State Park to ensure that ongoing operations, management actions, and plans consider environmental and security impacts on Fort Wolters operations	Lead: Fort Wolters, Texas Military Department Supporting: U.S. Army Corps of Engineers, Texas Parks and Wildlife Department	Areas of Fort Wolters with adjacency to Lake Mineral Wells State Park	High	Short
Support implementation of H.B. 890 by ensuring the ready availability of compatibility-related studies, such as the most recent AICUZ and/or JLUS ¹	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, NCTCOG, Texas Military Department	Palo Pinto and Parker Counties and Municipalities	High	Short
Conduct at least an annual briefing in partner communities to increase awareness of missions, training schedules and special exercises, and any foreseeable operational changes or training workload	Lead: Fort Wolters, Texas Military Department	Palo Pinto and Parker Counties and Municipalities	Medium	Mid
Conduct on-installation visits, “field trips,” and open houses on an annual basis to increase awareness of the military mission among the public, key stakeholders, and representatives of <i>Joining Forces</i> partner entities	Lead: Fort Wolters, Texas Military Department	Palo Pinto and Parker Counties and Municipalities	Medium	Mid
Invite military representatives to sit as non-voting members of city and county advisory bodies and commissions	Lead: City of Mineral Wells, Palo Pinto County, Parker County	Palo Pinto and Parker Counties and Municipalities	Low	Mid

¹ Effective 9/1/17, Texas State House and Senate have passed HB 890 requires notice to purchasers of real property regarding the impact of military installations; cities and counties must provide access to the latest AICUZ or JLUS

Strategy	Partners	Area	Priority	Timeframe
Prepare and distribute a “welcome packet” with information on base background, mission, and operations for incoming residents to promote an understanding of operations and potential impacts	<p>Supporting: Fort Wolters</p> <p>Lead: Fort Wolters, Texas Military Department</p> <p>Supporting: City of Mineral Wells, Palo Pinto County, Parker County</p>	Areas with adjacency to range and airfield: airfield clearance zones; drop zones; low-level approach and departure paths; Surface Danger Zone; and/or specified distance from installation boundary	Low	Long
Economic Development				
Identify strategic investments, such as improvements in surrounding infrastructure to support a potential increase in installation capabilities at Fort Wolters: <ul style="list-style-type: none"> Encourage partnerships between military representatives and local economic development organizations, such as the Chamber of Commerce, to identify complementary defense-related spin-off private sector industries that can be recruited to the community Capitalize on resources at Mineral Wells Airport as an asset for military aviation training 	<p>Lead: City of Mineral Wells</p> <p>Supporting: Fort Wolters, Texas Military Department, Mineral Wells Area Chamber of Commerce, NAS Fort Worth, JRB</p>	City of Mineral Wells	Medium	Mid

Strategy	Partners	Area	Priority	Timeframe
Energy Infrastructure				
Coordinate on the siting of energy infrastructure to reduce safety threats to aviation activity <ul style="list-style-type: none"> Coordinate to ensure that Fort Wolters and NAS Fort Worth, JRB receive updated mapping of the location of energy infrastructure 	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, Texas Military Department, NAS Forth Worth, JRB	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas	High	Short
Establish a formal local permitting/siting process for proposed energy projects that explicitly considers vertical intrusion, radar interference, visual distraction or other potential impacts on military training and operations	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: NCTCOG, Fort Wolters, Texas Military Department, NAS Forth Worth, JRB	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas	Medium	Mid

Strategy	Partners	Area	Priority	Timeframe
Environmental/Cultural Resources				
<p>Collaborate with conservation partners, non-profit groups, and research entities to identify areas with an overlap of military impact (e.g. noise or safety risk) and natural/working lands/cultural value and thus may be candidates for easement or fee-simple purchases through the Readiness and Environmental Protection Initiative (REPI)/Army Compatible Use Buffer (ACUB), and the Sentinel Landscapes Partnership</p> <ul style="list-style-type: none"> Establish a regional partnership or partner with land trusts or research entities to conduct analysis of landscapes and working lands and identify appropriate management strategies, including potential management partnerships with willing landowners Increase landowner awareness of available programs, such as easements, tax incentives, beginning farmer and rancher grant and loan programs, local food systems, that support the economic viability and continued operation of existing farms and ranches 	<p>Lead: Fort Wolters, Texas Military Department</p> <p>Supporting: Natural Resources Conservation Service, Texas A&M University, Texas A&M AgriLife Extension Service; U.S. Fish & Wildlife Service, DoD</p>	<p>Conservation lands as identified near Fort Wolters</p>	<p>Medium</p>	<p>Mid</p>
Fire Management				
<p>Build on ongoing partnerships to coordinate on fire prevention and suppression strategies, including the implementation of fire breaks near training lands to reduce the risk of the spread of wildfires onto or off of the installation</p>	<p>Lead: Fort Wolters</p> <p>Supporting: Texas Forest Service, Natural Resources Conservation Service; U.S. Fish & Wildlife Service</p>	<p>Areas with adjacency to Fort Wolters range training operations</p>	<p>Medium</p>	<p>Mid</p>

Strategy	Partners	Area	Priority	Timeframe
Land Use				
Explore use of State of Texas authority to establish a Joint Airport Zone (JAZ) Board to prevent aviation related hazards around Fort Wolters	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, Texas Military Department, NAS Forth Worth, JRB	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield	High	Short
Work with Fort Wolters to develop a voluntary memorandum of agreement that establishes an area of joint consultation related to changes in military operations and proposed local ordinances, rules, plans or structures that could create compatibility issues	Lead: City of Mineral Wells, Palo Pinto County, Parker County, Fort Wolters Supporting: Texas Military Department, NCTCOG	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield	Medium	Mid
Reduce bird attraction by 1) establishing siting and design standards for uses, such as detention ponds, sanitary landfills, and crops in areas subject to low-level flights and 2) coordinating on Bird/Animal Aircraft Strike Hazard (BASH) measures with resource management entities	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, Texas Military Department, NAS Forth Worth, JRB, Texas Parks and Wildlife Department	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield	Medium	Mid

Strategy	Partners	Area	Priority	Timeframe
Use capital improvement planning and infrastructure system requirements to shape growth patterns and promote less dense, compatible development in areas exposed to military operational impacts, such as noise and safety risks	Lead: City of Mineral Wells Supporting: Palo Pinto County, Parker County	Areas with adjacency to range and airfield: airfield clearance zones; drop zones; low-level approach and departure paths; Surface Danger Zone; and/or specified distance from installation boundary	Low	Long
Local Government Plans				
Invite military and other <i>Joining Forces</i> partners to participate in local planning and development advisory bodies and major plan updates and amendments, including Comprehensive Plans, neighborhood or corridor plans in areas of sensitivity, and transportation, infrastructure, and natural resource plans	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, Texas Military Department	Palo Pinto and Parker Counties and Municipalities	Medium	Mid
Incorporate compatibility in future Comprehensive Plans, sector, neighborhood and corridor plans, and other policy documents, including references to compatibility with Fort Wolters operations, maps, and recommendations identified in the JLUS	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, Texas Military Department	Palo Pinto and Parker Counties and Municipalities	Low	Long

Strategy	Partners	Area	Priority	Timeframe
Military Plans/Operations				
Collaborate with local communities to reinforce existing safety and reporting guidelines in the event of discovery of unexploded ordnance on off-installation land	Lead: Fort Wolters, Texas Military Department Supporting: City of Mineral Wells, Palo Pinto County, Parker County	Areas that are the site of former training operations and demonstrate risk of unexploded ordnance based on U.S. Army Corps of Engineers survey	High	Short
Conduct briefings of visiting military units to increase an understanding of training impacts, such as noise or military vehicle convoys on surrounding areas and promote compliance with existing mitigation procedures	Lead: Fort Wolters Supporting: Texas Military Department	Areas with adjacency to Fort Wolters range training and aviation operations	Medium	Short
Conduct additional analysis as necessary to reflect potentially significant changes in noise, safety or other operational impacts associated with new military missions or aircraft	Lead: Fort Wolters, Texas Military Department, NAS Forth Worth, JRB Supporting: City of Mineral Wells, Palo Pinto County, Parker County	Affected environment as determined by analysis	Low	Long

Strategy	Partners	Area	Priority	Timeframe
Noise Management/Avoidance				
Continue managing off-installation aviation noise impacts through feasible operational or timing adjustments that will not negatively affect training or readiness to reduce noise exposure on local communities and sensitive locations	Lead: Fort Wolters, NAS Fort Worth, JRB Supporting: Texas Military Department	Areas exposed to operational noise, including areas in proximity to the airfield, range and drop zones	Medium	Mid
Adopt sound attenuation building standards and/or energy efficiency practices to achieve indoor noise reduction in the construction of sensitive receptors, such as housing, schools or medical facilities within noise zones associated with range and airfield operations	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: NCTCOG	Areas exposed to operational noise, including areas near the airfield, range and drop zones	Low	Long
Connect homeowners and other noise sensitive receptors to available resources, such as weatherization and energy efficiency programs that offer guidance and incentives for the energy efficient retrofitting of structures	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: NCTCOG, Texas State Energy Conservation Office	Areas exposed to operational noise, including areas in proximity to the airfield, range and drop zones	Low	Long

Strategy	Partners	Area	Priority	Timeframe
Outdoor Lighting/Signs				
Explore dark-sky provisions that require or promote the use of fully shielded, cut-off outdoor lighting applications for major new developments (e.g. commercial, industrial uses, airports and airfields, outdoor sports stadiums) near military airfields	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, Texas Military Department, NAS Fort Worth, JRB	Airfield clearance zones; drop zones; low-level approach and departure path	Medium	Mid
Coordinate with Fort Wolters on the siting and design of digital billboards in airfield flight paths to reduce visual distraction of pilots	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, Texas Military Department, NAS Fort Worth, JRB	Airfield clearance zones; drop zones; low-level approach and departure path	Low	Short
Encourage the retrofitting of older, large-scale unshielded lighting applications (e.g. big-box commercial, major industrial uses, airports and airfields, outdoor sports stadiums) through an outreach campaign and use of energy efficiency incentives	Lead: City of Mineral Wells, Palo Pinto County, Parker County Supporting: Fort Wolters, Texas Military Department, NAS Fort Worth, JRB	Airfield clearance zones; drop zones; low-level approach and departure path	Low	Long
Physical Security				
Coordinate with Lake Mineral Wells State Park on security issues and enhance outreach to recreational users on the safety risks associated with trespass onto Fort Wolters	Lead: Fort Wolters, Texas Military Department Supporting: Texas Parks and Wildlife Department	Areas of Fort Wolters with adjacency to public lands	High	Short

Strategy	Partners	Area	Priority	Timeframe
Explore opportunities to enhance installation perimeter security and entry control points at Fort Wolters <ul style="list-style-type: none"> Conduct community outreach on the safety and security risks associated with trespass onto Fort Wolters 	Lead: Fort Wolters, Texas Military Department Supporting: City of Mineral Wells, Palo Pinto County, Parker County	Areas of Fort Wolters with adjacency to public lands or public access points	Medium	Mid
Transportation				
Identify any strategic upgrades or improved maintenance necessary to ensure the safety and adequacy of the supporting road network surrounding Fort Wolters	Lead: NCTCOG, TxDOT Supporting: Fort Wolters, City of Mineral Wells, Palo Pinto County, Parker County	Areas of Fort Wolters with adjacency to public lands or public access points	Low	Long

Acronyms:

- | | |
|---|---|
| DoD – Department of Defense | NCTCOG – North Central Texas Council of Governments |
| FAA – Federal Aviation Administration | RCC - Regional Coordination Committee |
| FCC – Federal Communications Commission | TCC - Texas Commander’s Council |
| MOAs - Military Operating Areas | TxDOT - Texas Department of Transportation |
| MTRs - Military Training Routes | UAS - Unmanned Aerial Systems |

Timeframe:

- Short** 1 to 2 years
Mid 3 to 5 years
Long 5+ years

Compatibility Strategy Menu – Camp Maxey and Communities

The table describes the recommended strategies for Camp Maxey and civilian organizations to continue enhancing compatibility of land uses around Camp Maxey, as well as recommendations for strengthening cooperation on a range of issues. These actions respond to issues and opportunities (listed below) identified by elected officials, DoD staff, and other community stakeholders. The menus organize strategies with the highest priority and shorter terms actions at the top of each category followed by less critical and longer term measures. Partners should revisit the menu to adapt strategies in response to local conditions, available resources, and changing needs and priorities.

Issues/Opportunities:

- Drones/unmanned aerial systems (UAS) can create physical hazards, such as midair strikes with aircraft, or pose security and safety threats to military installations **(Aviation and Airspace Safety)**
- Civilian aircraft regularly fly over the eastern portion of the installation, creating potential conflicts with firing range activities **(Aviation and Airspace Safety)**
- There are no formal channels of communication and coordination between Camp Maxey and surrounding communities and a desire for increased military-civilian outreach and coordination **(Communication and Coordination)**
- State, federal, and local entities manage significant land and water resources near Joining Forces installations. Changes in ownership or use of resources could potentially alter known compatibility impacts on military operations **(Communication and Coordination)**
- Less utilized facilities in the region offer opportunities for better coordination and sharing of military resources across installation boundaries. Communities around Camp Maxey indicated a desire to accommodate expanded military and defense-related operations and economic activity **(Economic Development)**
- Energy-related infrastructure, including utility-scale wind and solar, transmission lines, and gas wells can create aviation hazards near military airfields and MTRs and interfere with radar **(Energy Infrastructure)**
- The presence of rural lands, working farms, and sensitive environmental resources near Camp Maxey offers opportunities to establish conservation partnerships and create natural buffers around military operations **(Environmental/Cultural Resources)**

- Military training, including the use of vehicles, equipment, and ordnance, can contribute to a higher risk of wildfires and resulting safety threats to life and property (**Fire Management**)
- The presence of parks, lakes, detention ponds, sanitary landfills, or certain crops near airfields can attract birds and increase the risk of bird/aircraft strikes (**Land Use**)
- Local government plans set a policy framework for detailed compatibility actions. Some local government comprehensive or strategic planning studies, particularly older documents lack specific language on compatibility with military installations (**Local Government Plans**)
- Changes in missions or aircraft operational levels or mix can produce new noise, safety or other impacts on surrounding areas (**Military Plans/Operations**)
- Installations in the region host significant training activity by visiting military units. A lack of familiarity with nearby areas off the installation may contribute to increased noise or safety exposure during training (**Military Plans/Operations**)
- Sound attenuation construction practices and energy efficient design can reduce indoor noise exposure from nearby military training activity (**Noise Management/Avoidance**)
- Military installations in the region currently implement a range of avoidance and mitigation strategies to reduce aircraft noise exposure in surrounding areas (**Noise Management/Avoidance**)
- Light pollution and glare from lighting applications and digital billboards can interfere with pilot vision and the use of night-vision training devices (**Outdoor Lighting/Signs**)
- Hunters entering from adjacent recreational lands regularly trespass onto Camp Maxey lands, presenting a danger to themselves, as well as Soldiers in the training areas (**Physical Security**)
- Multiple entities use an on-base road built for the City of Paris' use, creating potential conflicts with training activities (**Physical Security**)
- Deficiencies in condition and/or capacity in the transportation network surrounding installations can affect the movement of military personnel or equipment and increase safety risks for all users (**Transportation**)
- Lack of signs can make the installation difficult to locate for visiting Guard members; in addition, better signs would alert the general public to the existence of Camp Maxey (**Transportation**)
- Traffic associated with the mulch plant near Camp Maxey's main gate has increased substantially, creating conflicts with gate traffic (**Transportation**)

Summary of High Priority and Short Term Actions – Camp Maxey and Communities

Category	Strategy
Airspace	Identify specific aviation and range training areas vulnerable to security and safety threats from unauthorized UAS activity
Airspace	Work with local airports and conduct outreach to the general aviation community to communicate safety risks to low-flying aircraft during active range operations and prevent unauthorized overflight near Camp Maxey
Communication and Coordination	Create formal, ongoing channels of communication and coordination between Camp Maxey and local communities to exchange information on major community actions and military operations that have potential compatibility impacts
Communication and Coordination	Develop outreach materials to include information and a map highlighting mission, economic impact, potential operational or safety issues in surrounding communities, and clear points of contact at Camp Maxey
Communication and Coordination	Establish a formal coordination process with the entities that manage Pat Mayse Lake reservoir and Wildlife Management Area to ensure that ongoing operations, management actions, and plans consider environmental and security impacts on Camp Maxey operations
Communication and Coordination	Support implementation of H.B. 890 by ensuring the ready availability of compatibility-related studies, such as the most recent AICUZ and/or JLUS (see footnote)
Energy	Coordinate on the siting of energy infrastructure to reduce safety threats to aviation activity <ul style="list-style-type: none"> • Coordinate to ensure that Camp Maxey receives updated mapping of the location of energy infrastructure
Land Use	Coordinate with the State Legislature and Lamar County representatives to establish the legal authority to implement land use controls that promote compatibility on unincorporated lands near critical Camp Maxey operations
Physical Security	Coordinate with Pat Mayse Lake and Wildlife Management Area on security issues and enhance outreach to recreational users on the safety risks associated with trespass onto Camp Maxey
Physical Security	Work with the USACE to explore strategies to reduce the risk of trespass by: <ul style="list-style-type: none"> • Moving the Camp Maxey boundary north to the lake, thus eliminating hunting at the northern installation boundary and helping to improve anti-trespass enforcement; OR • Banning hunting (and restricting other access) to the area between Camp Maxey and the lake
Physical Security	Coordinate maintenance of city road on Camp Maxey and regulate use to reduce potential trespass and safety conflicts with training operations

Revised Compatibility Strategies – Camp Maxey and Communities

Strategy	Partners	Area	Priority	Timeframe
Aviation and Airspace Safety				
Identify specific aviation and range training areas vulnerable to security and safety threats from unauthorized UAS activity	Lead: Camp Maxey Supporting: City of Paris, Lamar County, Local Airports	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas	High	Short
Work with local airports and conduct outreach to the general aviation community to communicate safety risks to low-flying aircraft during active range operations and prevent unauthorized overflight near Camp Maxey	Lead: Camp Maxey Supporting: City of Paris, Lamar County, FAA, NCTCOG, Local Airports, General Aviation Organizations	Lamar County and Municipalities	High	Short
Communication and Coordination				
Create formal, ongoing channels of communication and coordination between Camp Maxey and local communities to exchange information on major community actions and military operations that have potential compatibility impacts	Lead: Camp Maxey, City of Paris, Lamar County Supporting: Texas Military Department, Red River Veterans Authority, Ark-Tex COG	Lamar County and Municipalities	High	Short
Develop outreach materials to include information and a map highlighting mission, economic impact, potential operational or safety issues in surrounding communities, and clear points of contact at Camp Maxey	Lead: Camp Maxey Supporting: Texas Military Department, Red River Veterans Authority, City of Paris, Lamar County	Lamar County and Municipalities	High	Short

Strategy	Partners	Area	Priority	Timeframe
Establish a formal coordination process with the entities that manage Pat Mayse Lake reservoir and Wildlife Management Area to ensure that ongoing operations, management actions, and plans consider environmental and security impacts on Camp Maxey operations	Lead: Camp Maxey, Texas Military Department Supporting: U.S. Army Corps of Engineers, Texas Parks and Wildlife Department	Areas of Camp Maxey with adjacency to Pat Mayse Lake reservoir and Wildlife Management Area	High	Short
Support implementation of TX H.B. No. 890 by ensuring the ready availability of compatibility-related studies, such as the most recent AICUZ and/or JLUS ¹	Lead: City of Paris, Lamar County Supporting: RTAHP, NCTCOG, Ark-Tex COG	Lamar County and Municipalities	High	Short
Conduct at least an annual briefing in partner communities to increase awareness of missions, training schedules and special exercises, and any foreseeable operational changes or training workload	Lead: Camp Maxey Supporting: Texas Military Department, Red River Veterans Authority	Lamar County and Municipalities	Medium	Mid
Conduct on-installation visits, “field trips,” and open houses on an annual basis to increase awareness of the military mission among the public, key stakeholders, and representatives of <i>Joining Forces</i> partner entities	Lead: Camp Maxey Supporting: Texas Military Department, Red River Veterans Authority	Lamar County and Municipalities	Medium	Mid
Invite military representatives to sit as non-voting members of city and county advisory bodies and commissions	Lead: City of Paris, Lamar County Supporting: Camp Maxey, Texas Military Department	Lamar County and Municipalities	Medium	Mid

¹ Effective 9/1/17, Texas State House and Senate have passed HB 890 requires notice to purchasers of real property regarding the impact of military installations; cities and counties must provide access to the latest AICUZ or JLUS

Strategy	Partners	Area	Priority	Timeframe
<p>Prepare and distribute a “welcome packet” with information on base background, mission, and operations for incoming residents to promote an understanding of operations and potential impacts</p>	<p>Lead: Camp Maxey, Texas Military Department Supporting: City of Paris, Lamar County</p>	<p>Areas with adjacency to range and airfield: airfield clearance zones; drop zones; low-level approach and departure paths; Surface Danger Zone; and/or specified distance from installation boundary</p>	<p>Low</p>	<p>Long</p>
Economic Development				
<p>Identify strategic investments, such as improvements in surrounding infrastructure to support a potential increase in installation capabilities at Camp Maxey:</p> <ul style="list-style-type: none"> Encourage partnerships between military representatives and local economic development organizations, such as the Chamber of Commerce, to identify complementary defense-related spin-off private sector industries that can be recruited to the community 	<p>Lead: City of Paris Supporting: Camp Maxey, Texas Military Department, Paris Chamber of Commerce and other nearby Chambers; Paris Economic Development Corporation</p>	<p>City of Paris</p>	<p>Medium</p>	<p>Mid</p>

Strategy	Partners	Area	Priority	Timeframe
Energy Infrastructure				
Coordinate on the siting of energy infrastructure to reduce safety threats to aviation activity <ul style="list-style-type: none"> Coordinate to ensure that Camp Maxey receives updated mapping of the location of energy infrastructure 	Lead: City of Paris, Lamar County Supporting: Camp Maxey, Texas Military Department, Cox Field	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas	High	Short
Establish a formal local permitting/siting process for proposed energy projects that explicitly considers vertical intrusion, radar interference, visual distraction or other potential impacts on military training and operations	Lead: Lamar County Supporting: Camp Maxey, Texas Military Department	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield and range training areas	Medium	Mid

Strategy	Partners	Area	Priority	Timeframe
Environmental/Cultural Resources				
<p>Drawing from City of Paris’ Evaluation of all Natural and Man-Made Resources, collaborate with conservation partners, non-profit groups, and research entities to identify areas with an overlap of military impact (e.g. noise or safety risk) and natural/working /cultural value and thus may be candidates for easement or fee-simple purchases through the Readiness and Environmental Protection Initiative (REPI)/Army Compatible Use Buffer (ACUB), and Sentinel Landscapes Partnership</p> <ul style="list-style-type: none"> • Establish a regional partnership or partner with land trusts or research entities to conduct analysis of landscapes and working lands and identify appropriate management strategies, including potential management partnerships with willing landowners • Increase landowner awareness of available programs, such as easements, tax incentives, beginning farmer and rancher grant and loan programs, local food systems, that support the economic viability and continued operation of existing farms and ranches 	<p>Lead: Camp Maxey, Texas Military Department Supporting: Natural Resources Conservation Service, Texas A&M University, Texas A&M AgriLife Extension Service; U.S. Fish & Wildlife Service, DoD</p>	<p>Conservation lands as identified near Camp Maxey</p>	<p>Low</p>	<p>Long</p>
Fire Management				
<p>Build on ongoing partnerships to coordinate on fire prevention and suppression strategies, including the implementation of fire breaks near training lands to reduce the risk of the spread of wildfires onto or off of the installation</p>	<p>Lead: Camp Maxey Supporting: Texas Forest Service, Natural Resources Conservation Service; City of Paris, Lamar County</p>	<p>Areas with adjacency to Camp Maxey range training operations</p>	<p>Medium</p>	<p>Mid</p>

Strategy	Partners	Area	Priority	Timeframe
Land Use				
<p>Coordinate with the State Legislature and Lamar County representatives to establish the legal authority to implement land use controls that promote compatibility on unincorporated lands near critical Camp Maxey operations</p>	<p>Lead: City of Paris, Lamar County Supporting: Camp Maxey, Texas Military Department, NCTCOG</p>	<p>Areas with adjacency to range and airfield: airfield clearance zones; drop zones; low-level approach and departure paths; Surface Danger Zone; and/or specified distance from installation boundary</p>	<p>High</p>	<p>Low</p>
<p>Work with Camp Maxey to develop a voluntary memorandum of agreement that establishes an area of joint consultation related to changes in military operations and proposed local ordinances, rules, plans or structures that could create compatibility issues</p>	<p>Lead: City of Paris, Lamar County, Camp Maxey Supporting: Texas Military Department, NCTCOG</p>	<p>Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield</p>	<p>High</p>	<p>Mid</p>

Strategy	Partners	Area	Priority	Timeframe
Reduce bird attraction by 1) establishing siting and design standards for uses, such as detention ponds, sanitary landfills, and crops in areas subject to low-level flights and 2) coordinating on Bird/Animal Aircraft Strike Hazard (BASH) measures with resource management entities	Lead: City of Paris, Lamar County Supporting: Camp Maxey, Texas Military Department, U.S. Army Corps of Engineers, Texas Parks and Wildlife Department	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield	High	Mid
Explore use State of Texas authority to establish a Joint Airport Zone (JAZ) Board to prevent aviation related hazards around Camp Maxey	Lead: City of Paris, Lamar County Supporting: Camp Maxey, Texas Military Department	Airfield clearance zones; drop zones; low-level approach and departure paths; and/or specified distance from airfield	High	Mid

Strategy	Partners	Area	Priority	Timeframe
Use capital improvement planning and infrastructure system requirements to shape growth patterns and promote less dense, compatible development in areas exposed to military operational impacts, such as noise and safety risks	Lead: City of Paris Supporting: Lamar County	Areas with adjacency to range and airfield: airfield clearance zones; drop zones; low-level approach and departure paths; Surface Danger Zone; and/or specified distance from installation boundary	Medium	Long
Local Government Plans				
Coordinate with Pat Mayse Lake and Wildlife Management Area on security issues and enhance outreach to recreational users on the safety risks associated with trespass onto Camp Maxey	Lead: Camp Maxey, Texas Military Department Supporting: Texas Parks and Wildlife Department	Areas of Camp Maxey with adjacency to public lands	High	Short

Strategy	Partners	Area	Priority	Timeframe
Invite military and other <i>Joining Forces</i> partners to participate in local planning and development advisory bodies and major plan updates and amendments, including Comprehensive Plans, neighborhood or corridor plans in areas of sensitivity, and transportation, infrastructure, and natural resource plans	Lead: City of Paris, Lamar County Supporting: Camp Maxey, Texas Military Department	Lamar County and Municipalities	Medium	Mid
Incorporate compatibility in a future Comprehensive Plan, sector, neighborhood and corridor plans, and other policy documents, including references to compatibility with Camp Maxey operations, maps, and recommendations identified in the JLUS	Lead: City of Paris, Lamar County Supporting: Camp Maxey, Texas Military Department	Lamar County and Municipalities	Low	Long
Military Plans/Operations				
Conduct briefings of visiting military units to increase the understanding of training impacts, such as noise or military vehicle convoys, on surrounding areas and promote compliance with existing mitigation procedures	Lead: Camp Maxey Supporting: Texas Military Department	Areas with adjacency to Camp Maxey range training and aviation operations	Medium	Short

Strategy	Partners	Area	Priority	Timeframe
Explore opportunities to enhance installation perimeter security and entry control points at Camp Maxey <ul style="list-style-type: none"> Conduct community outreach on the safety and security risks associated with trespass onto Camp Maxey 	Lead: Camp Maxey, Texas Military Department Supporting: City of Paris, Lamar County	Areas of Camp Maxey with adjacency to public lands or public access points	Medium	Mid
Conduct additional environmental analysis as necessary to reflect potentially significant changes in noise, safety or other operational impacts associated with new military missions or aircraft <ul style="list-style-type: none"> Utilize GIS department within the Change Center of Command to provide analysis of any environmental impact that is due to military operations 	Lead: Camp Maxey, Texas Military Department Supporting: City of Paris, Lamar County	Affected environment as determined by analysis	Low	Long
Physical Security				
Coordinate maintenance of easement road on Camp Maxey and regulate use to reduce trespass and safety conflicts with training operations	Lead: Camp Maxey, City of Paris Supporting: Texas Military Department	Camp Maxey	High	Short
Work with the USACE to explore strategies to reduce the risk of trespass by: <ul style="list-style-type: none"> Moving the Camp Maxey boundary north to the lake, thus eliminating hunting at the northern installation boundary and helping to improve anti-trespass enforcement OR Banning hunting (and restricting other access) to the area between Camp Maxey and the lake 	Lead: Camp Maxey, Texas Military Department Supporting: USACE	Areas of Camp Maxey with adjacency to public lands	High	Short

Strategy	Partners	Area	Priority	Timeframe
Explore opportunities to enhance installation perimeter security and entry control points at Camp Maxey <ul style="list-style-type: none"> Conduct community outreach on the safety and security risks associated with trespass onto Camp Maxey 	Lead: Camp Maxey, Texas Military Department Supporting: City of Paris, Lamar County	Areas of Camp Maxey with adjacency to public lands or public access points	Medium	Mid
Transportation				
Add directional signs and “Military Entrance Ahead” signs to increase awareness of Camp Maxey, facilitate access, and reduce safety risks and conflicts during military convoys	Lead: TxDOT, Lamar County Supporting: Camp Maxey, Texas Military Department	Areas of Camp Maxey with adjacency to public access points	Medium	Short
Develop an access plan for Camp Maxey, including intersection improvements to manage commercial and installation traffic	Lead: TxDOT, Lamar County Supporting: Camp Maxey, Texas Military Department	Areas of Camp Maxey with adjacency to public access points	Medium	Mid
Identify any strategic upgrades or improved maintenance necessary to ensure the safety and adequacy of the supporting road network surrounding Camp Maxey	Lead: Ark-Tex Council of Governments, TxDOT Supporting: Camp Maxey, City of Paris, Lamar County	Areas of Camp Maxey with adjacency to public access points	Low	Long

Acronyms:

DoD – Department of Defense

FAA – Federal Aviation Administration

FCC – Federal Communications Commission

MOAs - Military Operating Areas

RCC - Regional Coordination Committee

MTRs - Military Training Routes

TCC - Texas Commander’s Council

TxDOT - Texas Department of Transportation

UAS - Unmanned Aerial Systems

USACE - U.S. Army Corps of Engineers

Timeframe:

Short 1 to 2 years

Mid 3 to 5 years

Long 5+ years

Compatibility Strategy Menu – NAS Forth Worth, JRB and Communities

The table describes the recommended strategies for NAS Forth Worth, JRB and civilian organizations to continue enhancing compatibility of land uses around the base, as well as recommendations for strengthening cooperation on a range of issues. These actions respond to issues and opportunities (listed below) identified by elected officials, DoD staff, and other community stakeholders. The menus organize strategies with the highest priority and shorter terms actions at the top of each category followed by less critical and longer term measures. Partners should revisit the menu to adapt strategies in response to local conditions, available resources, and changing needs and priorities.

Issues/Opportunities:

- High levels of commercial and general aviation activity from the Dallas-Fort Worth International Airport, Dallas Love Field, and other regional airports can create areas of aircraft congestion, increasing safety risks and constraining available airspace capacity (**Aviation and Airspace Safety**)
- Drones/unmanned aerial systems (UAS) can create physical hazards, such as midair strikes with aircraft, or pose security and safety threats to military installations (**Aviation and Airspace Safety and Communication and Coordination**)
- Actions implemented since the 2008 Joint Land Use Study and 2013 Planning for Livable Military Communities create a knowledge base to promote ongoing compatibility efforts across the region (**Communication and Coordination**)
- Consistent, active use of the existing RCC Development Review Web Tool among stakeholders would assist in promoting compatibility for proposed projects and broader long-term planning actions around NAS Fort Worth, JRB (**Communication and Coordination**)
- Residential turnover and infill and redevelopment opportunities in communities around NAS Fort Worth, JRB could bring new residents unfamiliar with military operations close to active training. Lack of familiarity can contribute to an increased perception of nuisance during flight operations (**Communication and Coordination**)
- Texas state law does not require real estate agents to disclose the proximity of property to military installations or training activity (**Communication and Coordination and Statewide Policy/Legislative Actions**)

- State, federal, and local entities manage significant land and water resources near Joining Forces installations. Changes in ownership or use of resources could potentially alter known compatibility impacts on military operations (**Communication and Coordination**)
- Energy-related infrastructure, including utility-scale wind and solar, transmission lines, and gas wells can create aviation hazards near military airfields and MTRs and interfere with radar (**Energy Infrastructure**)
- Increasing competition for frequency spectrum reduces the availability of bandwidth for military use (**Frequency and Spectrum Management**)
- Areas of higher aircraft accident risk and high average levels of aircraft noise extend from NAS Forth Worth, JRB into surrounding communities. A lack of aviation-specific regulatory overlays in some areas may leave land vulnerable to future development or redevelopment that is potentially incompatible with safety risks and noise issues (**Land Use**)
- The presence of nature reserves, detention ponds, or sanitary landfills near airfields can attract birds and increase the risk of bird/aircraft strikes (**Land Use**)
- Local government plans set a policy framework for detailed compatibility actions. Some local government comprehensive planning studies, particularly older documents lack specific language on compatibility with military installations (**Local Government Plans**)
- Changes in missions or aircraft operational levels or mix can produce new noise, safety or other impacts on surrounding areas (**Military Plans/Operations**)
- Sound attenuation construction practices and energy efficient design can reduce indoor noise exposure from nearby military training activity (**Noise Management/Avoidance**)
- Military installations in the region currently implement a range of avoidance and mitigation strategies to reduce aircraft noise in surrounding areas (**Noise Management/Avoidance**)
- Lockheed Martin conducts flight testing, which can generate noise impacts on surrounding areas, particularly during aircraft hovering (**Noise Management/Avoidance**)
- NAS Fort Worth, JRB aircraft generate noise impacts, including supersonic booms that can affect communities underlying the Brady and Brownwood MOAs (**Noise Management/Avoidance**)
- Light pollution and glare from lighting applications and digital billboards can interfere with pilot vision and the use of night-vision training devices (**Outdoor Lighting/Signs**)

- Adjoining recreational amenities increase the risk of trespass onto military lands (**Physical Security**)
- NCTCOG and local communities have undertaken numerous studies and projects to enhance transportation access to NAS Fort Worth, JRB and improve the function of area roadways (**Transportation**)

Summary of High Priority and Short Term Actions – NAS Forth Worth, JRB and Communities

Category	Strategy
Airspace	Identify specific aviation areas vulnerable to security and safety threats from unauthorized UAS activity
Communication and Coordination	Incorporate stakeholder feedback to identify improvements to the RCC Development Review Web Tool to ensure continuity in use and enhance its effectiveness as a coordination and communication platform
Communication and Coordination	Support implementation of H.B.890 by ensuring the ready availability of compatibility-related studies, such as the most recent AICUZ and/or JLUS (see footnote)
Communication and Coordination	Prepare and distribute a “welcome packet” with information on base background, mission, and operations for incoming residents to promote an understanding of operations and potential impacts
Energy	<p>Coordinate on the siting of energy infrastructure to reduce safety threats to aviation activity</p> <ul style="list-style-type: none"> • Coordinate to ensure that NAS Fort Worth, JRB receives updated mapping of the location of energy infrastructure <p>Promote use of the RCC tool to facilitate coordination in the siting of energy infrastructure</p>
Land Use	Explore adoption of a land use/development regulatory overlay to promote compatibility within clearly defined planning zones, including noise contours, and airfield Accident Potential Zones
Local Government Plans	Continue to support a redevelopment plan designed by Ridgmar Mall owners that is consistent with AICUZ land use compatibility guidelines and maintains safety with aircraft operations along the extended centerline of the assault landing strip on NAS Fort Worth JRB
Noise Management	Adopt sound attenuation building standards and/or energy efficiency practices to achieve indoor noise reduction in the construction of sensitive receptors, such as housing, schools or medical facilities within noise zones associated with range and airfield operations

Category	Strategy
Stormwater	<p>Strengthen awareness and promote the implementation of integrated stormwater management (iSWM) strategies and Low Impact Development (LID) techniques to reduce flooding risks across the watershed</p> <ul style="list-style-type: none"> • Conduct community outreach on the effects of additional impervious areas on stormwater quality and quantity • Connect communities and private sector developers with informational resources on iSWM and LID techniques • Develop an outline for a Stormwater Master Plan utilizing iSWM and LID components for use by city and county governments • Highlight regional best practice examples of iSWM/LID techniques • Encourage creation of stream buffers, the preservation of open space, and limitations on clearing and grading to enhance natural drainage functions • Build on the efforts of the Countywide Watershed Management Roundtable to facilitate continued regional dialogue on stormwater issues and strategies
Stormwater	<p>Enforce National Flood Insurance Program (NFIP) Regulations for the Farmers Branch Watershed to establish freeboard requirements above FEMA Base Flood Elevation (BFE)</p> <ul style="list-style-type: none"> • Require developments to file a Letter of Map Revision (LOMR) if a project effects the established FEMA BFE
Stormwater	<p>Increase the capacity and function of existing stormwater infrastructure through the re-grading of ditches and cleaning out culverts along highway corridors and the implementation of engineering improvements in storm drain inlets and upstream and on-system capture areas</p> <ul style="list-style-type: none"> • Clearly define ongoing operation and maintenance responsibilities
Transportation	<p>Continue implementing priority transportation and mobility projects to enhance access around NAS Fort Worth, JRB and surrounding communities, including planned improvements to Meandering Road and the SH 183 and 199 corridors</p>

Compatibility Strategies - NAS Fort Worth, JRB and Communities

Strategy	Partners	Area	Priority	Timeframe
Aviation and Airspace Safety				
Identify specific aviation areas vulnerable to security and safety threats from unauthorized UAS activity	Lead: NAS Fort Worth, JRB Supporting: City and County Governments	Airfield clearance zones; low-level approach and departure paths; and/or specified distance from airfield	High	Short
Communication and Coordination				
Incorporate stakeholder feedback to identify improvements to the RCC Development Review Web Tool to ensure continuity in use and enhance its effectiveness as a coordination and communication platform	Lead: NCTCOG Supporting: NAS Fort Worth, JRB, Municipalities, Tarrant County	Tarrant County and Municipalities	High	Short
Support implementation of TXHB 890 by ensuring the ready availability of compatibility-related studies, such as the most recent AICUZ and/or JLUS ¹	Lead: Municipalities, Tarrant County Supporting: Greater Fort Worth Association of REALTORS® NAS Fort Worth, JRB, NCTCOG	Tarrant County and Municipalities	High	Short
Prepare and distribute a “welcome packet” with information on base background, mission, and operations for incoming residents to promote an understanding of operations and potential impacts	Lead: Municipalities, NAS Fort Worth, JRB Supporting: NCTCOG, Tarrant County	Areas inside AICUZ; and/or specified distance from installation boundary	High	Short

¹ Effective 9/1/17, Texas State House and Senate have passed HB 890 requires notice to purchasers of real property regarding the impact of military installations; cities and counties must provide access to the latest AICUZ or JLUS

Strategy	Partners	Area	Priority	Timeframe
Update existing community outreach materials on compatibility to identify emerging issues, such as UAS operations and energy development	Lead: NAS Fort Worth, JRB, NCTCOG Supporting: Municipalities, Tarrant County	Tarrant County and Municipalities	Medium	Short
Tailor communication and outreach to concentrations of vulnerable population groups, such as senior citizens, lower-income households, or households with limited English proficiency, based on spatial analysis of noise and safety impacts and population demographics	Lead: NCTCOG Supporting: Municipalities, Tarrant County, NAS Fort Worth, JRB	Tarrant County and Municipalities	Medium	Short
Maintain an ongoing inventory of military-civilian compatibility actions implemented within the region to demonstrate best practices for knowledge sharing within the region <ul style="list-style-type: none"> Develop and report on metrics to track progress in promoting compatible development 	Lead: NCTCOG Supporting: Municipalities, Tarrant County, NAS Fort Worth, JRB	Tarrant County and Municipalities	Medium	Short
Establish a formal coordination process with the entities that manage the Lake Worth reservoir to ensure that ongoing operations, management actions, and plans consider environmental and security impacts on NAS Fort Worth, JRB operations <ul style="list-style-type: none"> Incorporate Lake Worth Watershed Greenprint findings and recommendations to maintain buffers around the installation 	Lead: NAS Fort Worth, JRB, City of Lake Worth, City of Fort Worth Supporting: NCTCOG	Areas of NAS Fort Worth with adjacency to public access points	Medium	Mid
Energy Infrastructure				
Coordinate on the siting of energy infrastructure to reduce safety threats to aviation activity <ul style="list-style-type: none"> Coordinate to ensure that NAS Fort Worth, JRB receives updated mapping of the location of energy infrastructure Promote use of the RCC tool to facilitate coordination in the siting of energy infrastructure 	Lead: Municipalities, Tarrant County Supporting: NAS Fort Worth, JRB, NCTCOG	SUAs; MOAs; MTRs; Areas inside AICUZ; and/or specified distance from installation	High	Short

Strategy	Partners	Area	Priority	Timeframe
Establish a formal local permitting/siting process for proposed energy projects that explicitly considers vertical intrusion, radar interference, visual distraction or other potential impacts on military training and operations	Lead: Municipalities Supporting: NAS Fort Worth, JRB, NCTCOG, Tarrant County	SUAs; MOAs; MTRs; Areas inside AICUZ; and/or specified distance from installation	Medium	Mid
Environmental/Cultural Resources				
Explore Readiness and Environmental Protection Integration (REPI) Program projects within areas around the main base or/and near off-base training areas: <ul style="list-style-type: none"> • Identify potential areas for land preservation and conservation programs through partnerships with installation and land conservation organizations and land trust agencies to initiate land acquisition • Align possible REPI areas with regional and local conservation priorities or opportunities for the voluntary acquisition of land in airfield Clear Zones and Accident Potential Zones • Meet with stakeholders to introduce conservation objectives, partnerships, and benefits to the community and base 	Lead: NAS Fort Worth, JRB Supporting: Natural Resources Conservation Service, Texas A&M University, Texas A&M AgriLife Extension Service; U.S. Fish & Wildlife Service, DoD, City and County Governments	Conservation lands as identified near NAS Fort Worth, JRB or off base training areas	Medium	Short

Strategy	Partners	Area	Priority	Timeframe
Frequency and Spectrum Management				
Identify “Exclusion Zones” for military Navigational Aid (NAVAID) protection to assist local governments in siting decisions: <ul style="list-style-type: none"> • Provide guidelines and maps of exclusion zones and notification areas to city and county governments and relevant state agencies • Pursue implementation of guidelines and exclusion zones in local zoning code • Pursue state legislation to support notification areas 	Lead: NAS Fort Worth, JRB Supporting: Municipalities, Tarrant County, NCTCOG	Designated Exclusions Zones as identified	High	Mid
Land Use				
Explore adoption of a land use/development regulatory overlay to promote compatibility within clearly defined planning zones, including noise contours, and airfield Accident Potential Zones	Lead: Municipalities Supporting: NCTCOG, Tarrant County	Areas inside AICUZ	High	Short to Mid
Reduce bird attraction by 1) establishing siting and design standards for uses, such as detention ponds, sanitary landfills, and crops in areas subject to low-level flights and 2) coordinating on Bird/Animal Aircraft Strike Hazard (BASH) measures with resource management entities <ul style="list-style-type: none"> • Coordinate with dredging operators in the Lake Worth area to ensure that any future dredging activities are scheduled and planned to minimize BASH occurrences, i.e., avoid dredging during winter • Continue approved/appropriate maintenance and trimming of vegetation and trees within and around property boundary • Coordinate with business owners adjacent to the installation to ensure debris and trash are properly covered 	Lead: Municipalities Supporting: NAS Fort Worth, JRB, Tarrant County, NCTCOG	Areas inside AICUZ; low-level approach and departure paths; and/or specified distance from airfield	Medium	Mid

Strategy	Partners	Area	Priority	Timeframe
Explore feasibility of the voluntary acquisition of land in airfield Clear Zones and Accident Potential Zones	Lead: Municipalities Supporting: NAS Fort Worth, JRB, Tarrant County, NCTCOG	Airfield Clear Zones and Accident Potential Zones	Low	Long
Use capital improvement planning and infrastructure system requirements to shape growth patterns and promote less dense, compatible development or infill redevelopment in areas exposed to military operational impacts, such as noise and safety risks	Lead: Municipalities Supporting: Tarrant County, NCTCOG	Tarrant County and Municipalities	Low	Long
Local Government Plans				
Continue to support a redevelopment plan designed by Ridgmar Mall owners that is consistent with AICUZ land use compatibility guidelines and maintains safety with aircraft operations along the extended centerline of the assault landing strip on NAS Fort Worth JRB	Lead: City of Fort Worth Supporting: NCTCOG, NAS Fort Worth, JRB	City of Fort Worth	High	Short
Continue to implement the recommendations in the Planning for Livable Military Communities (PLMC) document	Lead: Municipalities, Tarrant County Supporting: NCTCOG, NAS Fort Worth, JRB	Tarrant County and Municipalities	Medium	Mid
Incorporate compatibility in updates of Comprehensive Plans, sector, neighborhood and corridor plans, and other policy documents, including references to compatibility with NAS Fort Worth, JRB, maps, and recommendations identified in the JLUS or other plans, such as PLMC	Lead: Municipalities, Tarrant County Supporting: NCTCOG, NAS Fort Worth, JRB	Tarrant County and Municipalities	Medium	Mid
Military Plans/Operations				
Conduct additional analysis as necessary to reflect potentially significant changes in noise, safety or other operational impacts associated with new military missions or aircraft	Lead: NAS Fort Worth, JRB Supporting: Municipalities, Tarrant County	Affected environment as determined by analysis	Medium	Long

Strategy	Partners	Area	Priority	Timeframe
Noise Management/Avoidance				
Adopt sound attenuation building standards and/or energy efficiency practices to achieve indoor noise reduction in the construction of sensitive receptors, such as housing, schools or medical facilities within noise zones associated with range and airfield operations	Lead: Municipalities, Tarrant County Supporting: NCTCOG	Areas inside AICUZ	High	Short to Mid
Continue managing off-installation aviation noise impacts through feasible operational or timing adjustments that will not negatively affect training or readiness to reduce noise exposure on local communities and sensitive locations	Lead: NAS Fort Worth, JRB	SUAs; MOAs; MTRs; Areas inside AICUZ	Medium	Short
Conduct additional outreach on noise impacts in affected communities underlying MOAs and MTRs	Lead: NAS Fort Worth, JRB Supporting: Municipalities and Counties	Brady and Brownwood MOAs	Medium	Mid
Explore development of an incentive program, in partnership with the business community, to offer assistance (either grants or low-interest loans) to low- and moderate-income homeowners and other noise sensitive receptors to retrofit structures to provide sound attenuation	Lead: NCTCOG Supporting: Municipalities, Tarrant County, HUD, private sector	Areas inside AICUZ	Medium	Mid
Establish a sound mitigation certification program and certification program for homebuilders to promote implementation of noise attenuation construction practices	Lead: NCTCOG Supporting: Municipalities, Tarrant County, private sector	Areas inside AICUZ	Medium	Mid
Connect homeowners and other noise sensitive receptors to available resources, such as weatherization and energy efficiency programs, that offer guidance and incentives for the energy efficient retrofitting of structures	Lead: Municipalities, Tarrant County Supporting: NCTCOG, Texas State Energy Conservation Office	Areas inside AICUZ	Low	Mid

Strategy	Partners	Area	Priority	Timeframe
Outdoor Lighting/Signs				
Explore dark-sky provisions that require or promote the use of fully shielded, cut-off outdoor lighting applications for major new developments (e.g. commercial, industrial uses, airports and airfields, outdoor sports stadiums) near military airfields	Lead: Municipalities, Tarrant County Supporting: NAS Fort Worth, JRB	Areas inside AICUZ; low-level approach and departure path	High	Medium
Coordinate with military installations on the siting and design of digital billboards in airfield flight paths to reduce visual distraction of pilots	Lead: Municipalities, Tarrant County Supporting: NAS Fort Worth, JRB	Areas inside AICUZ; low-level approach and departure paths	Medium	Short
Encourage the retrofitting of older, large-scale unshielded lighting applications (e.g. big-box commercial, major industrial uses, airports and airfields, outdoor sports stadiums) through an outreach campaign and use of energy efficiency incentives	Lead: Municipalities, Tarrant County Supporting: NAS Fort Worth, JRB	Areas inside AICUZ; low-level approach and departure paths	Low	Long
Physical Security				
Explore opportunities to enhance installation perimeter security and entry control points at NAS Fort Worth, JRB <ul style="list-style-type: none"> Conduct community outreach on the safety and security risks associated with trespass on NAS Fort Worth, JRB, including the prohibition of photography or any other recording of imagery of base property 	Lead: Municipalities, Tarrant County Supporting: NAS Fort Worth, JRB	Areas of NAS Fort Worth, JRB with adjacency to public lands or public access points	Medium	Mid

Strategy	Partners	Area	Priority	Timeframe
Stormwater/Drainage				
<p>Strengthen awareness and promote the implementation of integrated stormwater management (iSWM) strategies and Low Impact Development (LID) techniques to reduce flooding risks across the watershed</p> <ul style="list-style-type: none"> • Conduct community outreach on the effects of additional impervious areas on stormwater quality and quantity • Connect communities and private sector developers with informational resources on iSWM and LID techniques • Develop an outline for a Stormwater Master Plan utilizing iSWM and LID components for use by city and county governments • Highlight regional best practice examples of iSWM/LID techniques • Encourage creation of stream buffers, the preservation of open space, and limitations on clearing and grading to enhance natural drainage functions • Build on the efforts of the Countywide Watershed Management Roundtable to facilitate continued regional dialogue on stormwater issues and strategies 	<p>Lead: NCTCOG Supporting: Municipalities, Tarrant County</p>	<p>Watershed</p>	<p>High</p>	<p>Short</p>

Strategy	Partners	Area	Priority	Timeframe
<p>Increase the capacity and function of existing stormwater infrastructure through the re-grading of ditches and cleaning out culverts along highway corridors and the implementation of engineering improvements in storm drain inlets and upstream and on-system capture areas</p> <ul style="list-style-type: none"> Clearly define ongoing operation and maintenance responsibilities 	<p>Lead: TxDOT, City of White Settlement, City of Fort Worth</p> <p>Supporting: Tarrant County, NAS Fort Worth, JRB</p>	<p>Watershed NAS Fort Worth, JRB</p>	<p>High</p>	<p>Short to Mid</p>
<p>Enhance erosion control to assist in maintaining the function and capacity of stormwater infrastructure through the use of measures, including:</p> <ul style="list-style-type: none"> Drop structures Baffle blocks Rock riprap downstream of culverts and bridge abutments Concrete line ditches 	<p>Lead: TxDOT, City of White Settlement, City of Fort Worth</p> <p>Supporting: Tarrant County, NAS Fort Worth, JRB</p>	<p>Watershed NAS Fort Worth, JRB</p>	<p>High</p>	<p>Short to Mid</p>
<p>Conduct a detailed hydrology and hydraulic study for the Farmers Branch Watershed and NAS Fort Worth, JRB by updating the 2005 Section 205 hydrology and hydraulics:</p> <ul style="list-style-type: none"> Incorporate best available information from LIDAR and new survey for channels and bridge, culverts and storm drains, overtopping elevations, gutters, flowlines and pipe inverts Use the analysis to set higher design standards for state and city facilities, including providing freeboard at roadway crossings 	<p>Lead: TxDOT, City of White Settlement, City of Fort Worth</p> <p>Supporting: FEMA, USACE, NCTCOG, Tarrant County, NAS Fort Worth, JRB, private sector</p>	<p>Watershed NAS Fort Worth, JRB</p>	<p>High</p>	<p>Mid to Long</p>

Strategy	Partners	Area	Priority	Timeframe
Maintain pre-development site runoff levels through the use of strategies, including: <ul style="list-style-type: none"> • Detention ponds or underground storage • Vegetated swales • Rain gardens • Re-routing of storm drain systems • Maintenance of green space • Buyout of properties in floodplains 	Lead: FEMA Supporting: Municipalities, Tarrant County, NCTCOG, USACE, private sector	Watershed	Medium	Mid to Long
Transportation				
Continue implementing priority transportation and mobility projects to enhance access into and around NAS Fort Worth, JRB and surrounding communities, including planned improvements to Meandering Road and the SH 183 and 199 corridors	Lead: Municipalities, Tarrant County, NCTCOG, TxDOT Supporting: NAS Fort Worth, JRB	Areas of NAS Fort Worth, JRB with adjacency to public access points	High	Short to Mid
Alleviate traffic congestion issues on base and in the surrounding communities through measures such as: <ul style="list-style-type: none"> • Continuing joint coordination of drill weekend schedules • Promoting alternative transportation and flexible work hours • Promoting shuttles to and from the base during drill weekends • Seeking public transportation options to/from DFW Airport • Organize and promote incentive programs and transportation alternatives • Promoting awareness of existing federal incentive alternative transportation programs and NCTCOG regional transportation programs 	Lead: NAS Fort Worth, JRB Supporting: Municipalities, Tarrant County, NCTCOG, TxDOT, private sector	Areas of NAS Fort Worth, JRB with adjacency to public access points	Medium	Short to Mid

Acronyms:

AICUZ - Air Installation Compatible Use Zones

BFE - Base Flood Elevation

DoD – Department of Defense

FAA – Federal Aviation Administration

FCC – Federal Communications Commission

FEMA - Federal Emergency Management Agency

HUD – Department of Housing and Urban Development

iSWM - Integrated Stormwater Management

LID - Low Impact Development

LOMR - Letter of Map Revision

MOAs - Military Operating Areas

MTRs - Military Training Routes

NCTCOG – North Central Texas Council of Governments

NFIP - National Flood Insurance Program

RCC - Regional Coordination Committee

SUA – Special Use Airspace

TCC - Texas Commander’s Council

TxDOT - Texas Department of Transportation

UAS - Unmanned Aerial Systems

USACE - U.S. Army Corps of Engineers

Timeframe:

Short 1 to 2 years

Mid 3 to 5 years

Long 5+ years

Compatibility Strategy Menu – Redmond Taylor Army Heliport (RTAHP) and Communities

The table describes the recommended strategies for RTAHP and civilian organizations to continue enhancing compatibility of land uses around RTAHP, as well as recommendations for strengthening cooperation on a range of issues. These actions respond to issues and opportunities (listed below) identified by elected officials, DoD staff, and other community stakeholders. The menus organize strategies with the highest priority and shorter terms actions at the top of each category followed by less critical and longer term measures. Partners should revisit the menu to adapt strategies in response to local conditions, available resources, and changing needs and priorities.

Issues/Opportunities:

- High levels of commercial and general aviation activity from the Dallas-Fort Worth International Airport, Dallas Love Field, and other regional airports can create areas of aircraft congestion, increasing safety risks and constraining available airspace capacity. Aviation congestion restricts the use of airspace for Redmond Taylor Army Heliport (RTAHP) training operations. (**Aviation and Airspace Safety**)
- Drones/unmanned aerial systems (UAS) can create physical hazards, such as midair strikes with aircraft, or pose security and safety threats to military installations (**Aviation and Airspace Safety**)
- There is an absence of formal channels of communication and coordination between RTAHP and surrounding communities and a desire for increased military-civilian outreach and coordination (**Communication and Coordination**)
- The City of Dallas has explored re-use opportunities for the Hensley Field site. RTAHP is the “long term” tenant for this portion of Hensley Field with expectation of tenancy to continue until the 2037-39 period (**Communication and Coordination**)
- There is an existing settlement agreement between the City of Dallas and the U.S. Navy that requires the Navy to complete a full soil and water cleanup to residential standards by 2017 (**Communication and Coordination**)
- Residential turnover and infill and redevelopment opportunities in communities could bring new residents unfamiliar with military operations close to active training. Lack of familiarity can

contribute to an increased perception of nuisance during flight operations (**Communication and Coordination**)

- Texas state law does not require real estate agents to disclose the proximity of property to military installations or training activity (**Communication and Coordination** and **Statewide Policy/Legislative Actions**)
- State, federal, and local entities manage significant land and water resources near Joining Forces installations. Changes in ownership or use of resources could potentially alter known compatibility impacts on military operations (**Communication and Coordination**)
- Energy-related infrastructure, including utility-scale wind and solar, transmission lines, and gas wells can create aviation hazards near military airfields and MTRs and interfere with radar (**Energy Infrastructure**)
- Areas of higher aircraft accident risk and high average levels of aircraft noise extend from RTAHP into surrounding communities. The City of Dallas has identified noise contours (indicating areas of higher noise exposure) over Hensley Field and an avigation easement is in place. (**Land Use**)
- The presence of parks, lakes, detention ponds, or sanitary landfills near airfields can attract birds and increase the risk of bird/aircraft strikes (**Land Use**)
- Local government plans set a policy framework for detailed compatibility actions. Some local government comprehensive planning studies, particularly older documents lack specific language on compatibility with military installations (**Local Government Plans**)
- Changes in missions or aircraft operational levels or mix can produce new noise, safety or other impacts on surrounding areas (**Military Plans/Operations**)
- Installations in the region host significant training activity by visiting military units. A lack of familiarity with nearby areas off the installation may contribute to increased noise or safety exposure during training (**Military Plans/Operations**)
- RTAHP helicopter operations generate noise impacts that affect residents in the Redbird community of Dallas and near Dallas Executive Airport (**Noise Management/Avoidance**)
- Sound attenuation construction practices and energy efficient design can reduce indoor noise exposure from nearby military training activity (**Noise Management/Avoidance**)
- RTAHP currently implements a range of avoidance and mitigation strategies to reduce aircraft noise exposure in surrounding areas (**Noise Management/Avoidance**)

- Light pollution and glare from lighting applications and digital billboards can interfere with pilot vision and the use of night-vision training devices (**Outdoor Lighting/Signs**)
- Adjoining recreational amenities and nearby residential areas increase the potential for trespass onto military lands and expose people to safety risks (**Physical Security**)
- Deficiencies in condition and/or capacity in the transportation network surrounding RTAHP can affect the movement of military personnel or equipment and increase safety risks for all users (**Transportation**)
- The need for military personnel to move heavy equipment through the adjacent residential area can be disruptive to residents and harmful to residential streets (**Transportation**)
- The bridge inside the installation gate is aging and may need repair (**Transportation**)

Summary of High Priority and Short Term Actions – RTAHP and Communities

Category	Strategy
Airspace	Identify specific aviation areas vulnerable to security and safety threats from unauthorized UAS activity
Communication and Coordination	Continue briefings with regional partners to build support and strengthen engagement in ongoing <i>Joining Forces</i> compatibility implementation activities
Communication and Coordination	RTAHP to enhance its participation in established channels of communication for major community actions, such as proposed zoning changes, that have potential compatibility impacts: <ul style="list-style-type: none"> Leverage existing meetings and communication methods in departments, such as the City of Dallas Real Estate Division of the Sustainable Development and Construction Department and the City of Dallas Aviation Department
Communication and Coordination	Post compatibility-related studies, such as the most recent AICUZ and or JLUS, on local government websites to comply with HB 890
Communication and Coordination	Develop outreach materials to include information on mission, economic impact, and clear points of contact at RTAHP, as well as a map highlighting general operational impacts such as noise in surrounding communities
Communication and Coordination	Continue to support a framework for on-site maintenance, infrastructure, and tenant activity that promotes compatible community and military uses at RTAHP through the existing lease agreement, as applicable
Energy	Coordinate on the siting of energy infrastructure to reduce safety threats to aviation activity <ul style="list-style-type: none"> Coordinate to ensure that RTAHP receives updated mapping of the location of energy infrastructure
Noise Management	Use aircraft noise attenuation requirements in the existing building code to promote compatible development within noise contours established for Hensley Field
Noise Management	Consider sound attenuation building standards and/or energy efficiency practices to achieve indoor noise reduction in the construction of sensitive receptors, such as housing, schools or medical facilities within noise zones
Noise Management	Initiate outreach to neighborhoods experiencing noise impacts from RTAHP operations, including areas in proximity to RTAHP and Dallas Executive Airport

Revised Compatibility Strategies – RTAHP and Communities

Strategy	Partners	Area	Priority	Timeframe
Aviation and Airspace Safety				
Identify specific aviation areas vulnerable to security and safety threats from unauthorized UAS activity	Lead: RTAHP Supporting: City of Dallas, City of Grand Prairie, Dallas County	Airfield clearance zones; low-level approach and departure paths; and/or specified distance from airfield	High	Short
Communication and Coordination				
Continue briefings with regional partners to build support and strengthen engagement in ongoing <i>Joining Forces</i> compatibility implementation activities	Lead: NCTCOG Supporting: City and County Governments	City of Dallas, City of Grand Prairie, Dallas County	High	Short
RTAHP to enhance its participation in established channels of communication regarding major community actions, such as proposed zoning changes, that have potential compatibility impacts: <ul style="list-style-type: none"> Leverage existing meetings, communication methods, and points of contact in departments, such as the City of Dallas Real Estate Division of the Sustainable Development and Construction Department, the City of Dallas Aviation Department, the City of Grand Prairie City Council Development Committee, and Real Property at the Texas Military Department 	Lead: RTAHP, City of Dallas, City of Grand Prairie Supporting: NCTCOG, Real Property - Texas Military Department, Dallas County	City of Dallas, City of Grand Prairie, Dallas County	High	Short

Strategy	Partners	Area	Priority	Timeframe
Post compatibility-related studies, such as the most recent AICUZ and or JLUS, on local government websites to comply with HB 890 ¹	Lead: City of Dallas, City of Grand Prairie, Dallas County Supporting: RTAHP, NCTCOG, MetroTex Association of REALTORS	City of Dallas, City of Grand Prairie, Dallas County	High	Short
Develop outreach materials to include information on mission, economic impact, and clear points of contact at RTAHP, as well as a map highlighting general operational impacts such as noise in surrounding communities	Lead: RTAHP Supporting: Texas Military Department, NCTCOG, City of Dallas, City of Grand Prairie, Dallas County	City of Dallas, City of Grand Prairie, Dallas County	High	Short
Continue to support a framework for on-site maintenance, infrastructure, and tenant activity that promotes compatible community and military uses at RTAHP through the existing lease agreement, as applicable	Lead: RTAHP, City of Dallas, City of Grand Prairie, Dallas County Supporting: NCTCOG, Texas Military Department	RTAP	High	Short to Mid
Encourage communication between RTAHP and local governments related to changes in military operations and proposed local ordinances, rules, plans or structures that could create compatibility issues, with NCTCOG assisting RTAHP to monitor local government actions	Lead: City of Dallas, City of Grand Prairie, Dallas County Supporting: RTAHP, Texas Military Department, NCTCOG	Areas inside low-level approach and departure paths; and/or specified distance from airfield	Medium	Mid
Conduct at least an annual briefing in partner communities to increase awareness of missions, training schedules and special exercises, and any foreseeable operational changes or training workload	Lead: RTAHP Supporting: Texas Military Department	City of Dallas, City of Grand Prairie, Dallas County	Medium	Mid

¹ Effective 9/1/17, Texas State House and Senate have passed HB 890 requires notice to purchasers of real property regarding the impact of military installations; cities and counties must provide access to the latest AICUZ or JLUS

Strategy	Partners	Area	Priority	Timeframe
<p>Continue to conduct on-installation visits, “field trips,” and open houses on an annual basis to increase awareness of the military mission among the public, key stakeholders, and representatives of <i>Joining Forces</i> partner entities</p> <ul style="list-style-type: none"> Build on existing efforts such as coordination with aviation program at Grand Prairie ISD 	<p>Lead: RTAHP</p> <p>Supporting: Texas Military Department</p>	<p>City of Dallas, City of Grand Prairie, Dallas County</p>	<p>Medium</p>	<p>Mid</p>
<p>Prepare and distribute a “welcome packet” with information on base background, mission, and operations for incoming residents to promote an understanding of operations and potential impacts</p>	<p>Lead: RTAHP, Texas Military Department</p> <p>Supporting: City of Dallas, City of Grand Prairie, Dallas County</p>	<p>Areas with adjacency to base and airfield: airfield clearance zones; low-level approach and departure paths; and/or specified distance from installation boundary</p>	<p>Medium</p>	<p>Mid</p>
<p>Establish a formal coordination process with the entities that manage Mountain Creek Lake to ensure that ongoing operations, management actions, and plans consider environmental and security impacts on RTAHP operations</p>	<p>Lead: RTAHP, Texas Military Department, U.S. Army Corps of Engineers, Texas Parks and Wildlife Department, Excelon Energy Company</p> <p>Supporting: City of Dallas, City of Grand Prairie, Dallas County</p>	<p>Areas of RTAHP with adjacency to public lands</p>	<p>Medium</p>	<p>Mid</p>

Energy Infrastructure				
Strategy	Partners	Area	Priority	Timeframe
Coordinate on the siting of energy infrastructure to reduce safety threats to aviation activity <ul style="list-style-type: none"> Coordinate to ensure that RTAHP receives updated mapping of the location of energy infrastructure 	Lead: City of Grand Prairie, Dallas County Supporting: RTAHP, NCTCOG	Airfield clearance zones; low-level approach and departure paths; and/or specified distance from installation boundary	High	Short
Explore establishing a formal permitting/siting process for proposed energy projects to consider vertical intrusion, radar interference, visual distraction or other potential compatibility impacts on military training and operations	Lead: City of Grand Prairie, Dallas County Supporting: RTAHP, NCTCOG	Airfield clearance zones; low-level approach and departure paths; and/or specified distance from installation boundary	Medium	Mid
Land Use				
Explore adoption of a land use/development regulatory overlay to promote compatible development within clearly defined planning zones around RTAHP, including noise contours and airfield Accident Potential Zones	Lead: City of Grand Prairie Supporting: RTAHP, NCTCOG	Areas inside noise contours	Medium	Mid

Strategy	Partners	Area	Priority	Timeframe
Use existing siting and design standards in the City of Dallas, as well as NCTCOG’s General Aviation and Heliport System Plan to reduce bird attraction associated with uses, such as detention ponds, sanitary landfills, and crops in low-level flight areas: <ul style="list-style-type: none"> Coordinate on Bird/Animal Aircraft Strike Hazard (BASH) measures with resource management entities 	Lead: City of Dallas, City of Grand Prairie Supporting: RTAHP, NCTCOG, Dallas County	Areas inside low-level approach and departure paths; and/or specified distance from airfield	Medium	Mid
Consider capital improvement planning and infrastructure system requirements that promote compatible development or redevelopment in areas exposed to military operational impacts, such as noise and safety risks	Lead: City of Dallas, City of Grand Prairie, Dallas County Supporting: NCTCOG	City of Dallas, City of Grand Prairie, Dallas County	Medium	Mid
Local Government Plans				
Consider inviting <i>Joining Forces</i> partners, as relevant, to participate as a stakeholder in major plan updates and amendments, including Comprehensive Plans, area, neighborhood or corridor plans, which could affect RTAHP operations	Lead: City of Dallas, City of Grand Prairie, Dallas County Supporting: RTAHP, Texas Military Department	City of Dallas, City of Grand Prairie, Dallas County	High	Short
Consider compatibility in updates of Comprehensive Plans, area, neighborhood or corridor plans, which could affect RTAHP operations	Lead: City of Dallas, City of Grand Prairie, Dallas County Supporting: RTAHP, Texas Military Department	City of Dallas, City of Grand Prairie, Dallas County	High	Ongoing

Strategy	Partners	Area	Priority	Timeframe
Military Plans/Operations				
Conduct briefings of visiting military units and U.S. training detachments to increase an understanding of training impacts, such as noise or military vehicle convoys on surrounding areas and promote compliance with existing mitigation procedures	Lead: RTAHP Supporting: Texas Military Department	Areas with adjacency to RTAHP training and aviation operations	Medium	Short
Conduct additional analysis as necessary to provide local governments with information on potentially significant changes in noise, safety or other operational impacts associated with new military missions or aircraft	Lead: RTAHP, Texas Military Department Supporting: City of Dallas, City of Grand Prairie, Dallas County	Affected environment as determined by analysis	Low	Long
Noise Management/Avoidance				
Use aircraft noise attenuation requirements in the existing building code to promote compatible development within noise contours established for Hensley Field	Lead: City of Dallas Supporting: RTAHP	Areas inside noise contours	High	Short
Consider sound attenuation building standards and/or energy efficiency practices to achieve indoor noise reduction in the construction of sensitive receptors, such as housing, schools or medical facilities within noise zones	Lead: City of Grand Prairie Supporting: RTAHP	Areas inside noise contours	High	Short to Mid
Initiate outreach to neighborhoods experiencing noise impacts from RTAHP operations, including areas in proximity to RTAHP, Dallas Executive Airport, and Midway Regional Airport	Lead: RTAHP, Texas Military Department Supporting: City of Dallas, City of Grand Prairie, Dallas County, NCTCOG	Noise contours or other noise exposed training areas	High	Short to Mid
Manage and reduce off-installation aviation noise impacts through feasible operational or timing adjustments that will not negatively affect training or readiness	Lead: RTAHP, Texas Military Department	Noise contours or other noise exposed training areas	Medium	Short

Strategy	Partners	Area	Priority	Timeframe
Connect homeowners and other noise sensitive receptors to available resources, such as weatherization and energy efficiency programs, that offer guidance and incentives for the energy efficient retrofiting of structures	Lead: City of Dallas, City of Grand Prairie, Dallas County Supporting: NCTCOG, Texas State Energy Conservation Office	Noise contours or other noise exposed training areas	Low	Mid
Outdoor Lighting/Signs				
Explore dark-sky provisions that require or promote the use of fully shielded, cut-off outdoor lighting applications for major new developments (e.g. commercial, industrial uses, airports and airfields, outdoor sports stadiums) near military airfields	Lead: City of Dallas, City of Grand Prairie, Dallas County Supporting: RTAHP	Airfield clearance zones; low-level approach and departure paths; and/or specified distance from installation boundary	Medium	Mid
Use existing approval processes to coordinate with military installations on the siting and design of digital billboards in airfield flight paths to reduce visual distraction of pilots	Lead: City of Dallas, City of Grand Prairie, Dallas County Supporting: RTAHP	Airfield clearance zones; low-level approach and departure paths; and/or specified distance from installation boundary	Medium	Short

Strategy	Partners	Area	Priority	Timeframe
Encourage the retrofitting of older, large-scale unshielded lighting applications (e.g. big-box commercial, major industrial uses, airports and airfields, outdoor sports stadiums)	Lead: City of Dallas, City of Grand Prairie, Dallas County Supporting: RTAHP	Airfield clearance zones; low-level approach and departure paths; and/or specified distance from installation boundary	Low	Long
Physical Security				
Explore opportunities to enhance installation perimeter security and entry control points at RTAHP <ul style="list-style-type: none"> Conduct community outreach on the safety and security risks associated with trespass on RTAHP 	Lead: RTAHP, Texas Military Department Supporting: City of Dallas, City of Grand Prairie, Dallas County	Areas of RTAHP with adjacency to public lands or public access points	Medium	Mid
Coordinate with Mountain Creek Lake management entities on security issues and enhance outreach to recreational users on the safety risks associated with trespass onto RTAHP	Lead: RTAHP, Texas Military Department, U.S. Army Corps of Engineers, Texas Parks and Wildlife Department, Excelon Energy Company Supporting: City of Dallas, City of Grand Prairie	Areas of RTAHP with adjacency to public lands or public access points	Medium	Mid

Strategy	Partners	Area	Priority	Timeframe
Transportation				
Identify any strategic upgrades or improved maintenance necessary to ensure the safety and adequacy of the supporting road network surrounding RTAHP	Lead: NCTCOG, TxDOT, RTAHP, Texas Military Department Supporting: City of Dallas, City of Grand Prairie, Dallas County	Areas of RTAHP with adjacency to public access points	Medium	Mid
Explore the possibility of moving the entrance gate to the northeast side of RTAHP to enhance safety and reduce conflicts with the surrounding residential neighborhood	Lead: RTAHP, Texas Military Department Supporting: NCTCOG, City of Dallas, City of Grand Prairie	Entry point of RTAHP	Medium	Long

Note: Shaded rows indicate strategies that require clarification and/or further discussion

Acronyms:

- DoD – Department of Defense
- FAA – Federal Aviation Administration
- FCC – Federal Communications Commission
- MOAs - Military Operating Areas
- MTRs - Military Training Routes
- NCTCOG – North Central Texas Council of Governments
- RCC - Regional Coordination Committee
- TCC - Texas Commander’s Council
- TxDOT - Texas Department of Transportation
- UAS - Unmanned Aerial Systems

Timeframe:

- Short** 1 to 2 years
- Mid** 3 to 5 years
- Long** 5+ years



North Central Texas Council Of Governments

June 30, 2017

Ms. DeAnn Walker
Senior Policy Advisor
Office of the Texas Governor
PO Box 12428
Austin, TX 78711

Dear Ms. Walker:

Thank you again for the opportunity to provide input to the Governor's office with regard to Environmental Mitigation Trust funds available to Texas through the Volkswagen Clean Air Act Civil Settlement. During verbal comments provided at the workshop on June 26, I referenced formal comments that the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for North Central Texas, had previously transmitted. This correspondence is enclosed for your reference.

The North Central Texas Council of Governments (NCTCOG), which serves as staff to the RTC, has previously served as a third-party administrator of the Texas Commission on Environmental Quality Texas Emissions Reduction Plan funds totaling over \$22 million. NCTCOG has also administered over approximately \$7.9 million in Environmental Protection Agency funding awarded under Diesel Emission Reduction Act programs, in addition to funding from other federal agencies which was allocated to similar "clean vehicle" initiatives. Through these experiences, NCTCOG staff has developed substantial first-hand insight into effective ways to administer funds similar in size and scope to the Environmental Mitigation Trust, including elements of risk inherent to various funding approaches and typical obstacles faced by end-user fleets. As you move forward in this process and work toward developing an implementation plan, we would be happy to answer any questions or offer any additional feedback that may be helpful. Also, to the extent possible, please keep us updated with any relevant information on the State's implementation plan as our local governments, transit agencies, and businesses are eager to explore the possibilities available under this initiative.

NCTCOG looks forward to an opportunity to collaborate on how to best leverage these funds to benefit the State of Texas. If you have any questions or would like any further information, please do not hesitate to contact me at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,

Chris Klaus
Senior Program Manager

LPC:mg/lp

Enclosures



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

March 9, 2017

The Honorable Greg Abbott
Governor of Texas
Office of the Governor
P.O. Box 12428
Austin, Texas 78711-2428

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

Dear Governor Abbott and Attorney General Paxton:

The Regional Transportation Council (RTC), a roster is included as Attachment 1, which serves as the Metropolitan Planning Organization for North Central Texas, is responsible for meeting federal transportation conformity requirements resulting from our ozone nonattainment status. In addition, the RTC is very involved and committed in implementing a diverse array of emission reduction projects and programs that lessen mobile source impacts. To this end, the RTC sent correspondence to Assistant Attorney General Cruden and Attorney General Paxton on March 10, 2016, requesting a portion of any financial settlement which results from the Department of Justice's (DOJ) Civil Action and the Texas Attorney General's (AG) lawsuit filed in 2015 (Volkswagen Group of America, Inc. and Audi America, LLC), be distributed equitably to all nonattainment areas, see Attachment 2. Since that time, Volkswagen has agreed to a Partial Consent Decree with the United States, which includes the creation of a Mitigation Trust to fund eligible mitigation actions. At this time, the sum from Partial Consent Decrees suggest funding for the State of Texas of approximately \$209 million.

The RTC encourages the State of Texas to pursue funding available to the state as part of the Mitigation Trust established by the Volkswagen Partial Consent Decrees. Accompanying this letter are recommendations on allocating the \$209 million allotment to the State of Texas, as well as suggestions for the dispersal process of the funds, see Attachment 3. Texas can use this funding to not only improve the air quality throughout the state, but can also allow Texas to invest in infrastructure and create jobs. The RTC has a strong collaborative history with the state and the Texas Commission on Environmental Quality to improve the nonattainment situation in our region. These funds will have a significant impact in improving the quality of life in the region as well have a positive impact on the private and public sectors in a variety of ways. The RTC appreciates your attention to this matter, and looks forward to working with you.

March 9, 2017

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

Sincerely,



Ron Jensen
Chair, Regional Transportation Council
Mayor, City of Grand Prairie

CK:ch
Attachments

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

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City of Grand Prairie

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City of Dallas

W. B. "Zim" Zimmerman
Councilmember
City of Fort Worth



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

March 10, 2016

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

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

Dear Assistant Attorney General Cruden and Attorney General Paxton:

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

The actions by both the DOJ and Texas AG were a result of findings that Volkswagen AG installed illegal emissions defeat devices in light-duty vehicles with diesel engines. These defeat devices allow tailpipe emissions up to 40 times the legal level of Nitrogen Oxides (NO_x).

These settlement funds would be earmarked to implement air quality projects and/or programs to off-set the increased emissions from the diesel vehicles equipped with the emission test defeat devices. This is important because the Dallas-Fort Worth region is NO_x-limited, which means decreases or increases in NO_x emissions, such as the increases resulting from the emissions test-cheat devices, have a more profound effect on the overall ozone levels.

It is a federal requirement that regions designated nonattainment for ozone must demonstrate transportation conformity for the long-range Metropolitan Transportation Plan (MTP). As the region develops or amends the MTP, the North Central Texas Council of Governments (NCTCOG), as staff to the RTC, must ensure it complies with these federal requirements and the associated motor vehicle emissions budgets for NO_x and volatile organic compounds set by the State Implementation Plan. To develop the on-road emissions inventories for the region, NCTCOG uses the Environmental Protection Agency's (EPA) Motor Vehicle Emissions

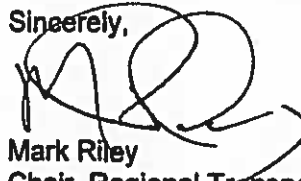
March 10, 2016

Simulator, which includes local inputs and built-in federal vehicle emission standards. The overall emissions for the region are based on many factors, including the assumption vehicle's emission systems design and function are in compliance with State and federal emissions standards. As a result of the recent findings, certain Volkswagen, Audi, and Porsche diesel vehicles are operating above the federally allowed NO_x emissions limits, air quality planning has underestimated these emissions and additional emission reduction control strategies are necessary. Financial assistance through any level of settlement funds would allow nonattainment areas such as the Dallas-Fort Worth region to implement said emission reduction control strategies to offset unhealthy emission impacts.

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

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

Sincerely,



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

JPL:ch

cc: Bethany Engel, Trial Attorney, US Department of Justice
Barbara L. McQuade, US Attorney, US Department of Justice
Anthony W. Benedict, Assistant Attorney General, State of Texas
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Ken Kirkpatrick, Counsel for Transportation, NCTCOG
Chris Klaus, Senior Program Manager for Air Quality Planning and Operations, NCTCOG

Elements of Proposed Technical Plan

Upon the State of Texas pursuit of available funding to the state as part of the Mitigation Trust established by the Volkswagen Partial Consent Decrees, the Regional Transportation Council (RTC) requests that the State of Texas, by and through the Office of the Governor, designate the Texas Commission on Environment Quality (TCEQ) as the Lead Agency for the purposes of Texas' participation in the Mitigation Trust. The RTC believes that the TCEQ has shown reliable capabilities in the dispersal of their Texas Emission Reduction Program grants, and has the administrative and technical capacity to serve as the Lead Agency for Texas. The RTC also requests to allow input from regions and other interested parties throughout Texas on the development of the Mitigation Plan.

As stated in the 2.0 L Partial Consent Decree, acceptable projects are identified that allow regions flexibility to maximize investments, with emphasis on high nitrogen oxides reduction programs. The North Central Texas Region can benefit from this Mitigation Trust by implementing said emission reduction strategies to offset unhealthy emissions impacts. As projects vary in benefits across different regions, the RTC suggests that use of funds be determined by each regional Council of Governments (COG) and administration functions be streamlined and flexible to allow for quick project implementation. If a COG is unwilling or unable to participate in the spending of funds, the RTC requests the TCEQ, as the Lead Agency, retain and disperse remaining funds to regions that demonstrate adequate need and interest.

To ensure the appropriate allocation of funds, the RTC requests 90 percent of funds be suballocated to each COG region by total number of registered Volkswagen, Audi, and Porsche vehicles subject to the Partial Consent Decrees in that area. The selected regions are recommended to be based on Transportation Management Areas that were recently recommended nonattainment for the 2015 National Ambient Air Quality Standard for Ozone or have an existing vehicle inspection/maintenance program. As an added benefit, this recommendation falls in line to similar regions identified in Texas Clear Lanes.

Utilizing data supplied by the National Renewable Energy Laboratory, the following table highlights potential suballocated funding results for each COG after distributing impacted Volkswagen, Audi, and Porsche vehicles. The RTC suggests the remaining 10 percent balance be used as a set aside for other interested COG regions.

Texas Regional Councils	Vehicles Affected				Potential Settlement Per Texas Regional Councils
	2.0 Liter	3.0 Liter	Total		
Alamo Area Council of Governments (AACOG) ^{1, 2, 3}	4,014	482	4,496	11.12%	\$27,438,116
Capital Area Council of Governments (CAPCOG) ^{1, 2, 3}	4,657	729	5,386	13.32%	\$32,869,593
Houston-Galveston Area Council (H-GAC) ^{1, 2, 3}	8,056	1,599	9,655	23.87%	\$58,922,377
North Central Texas Council of Governments (NCTCOG) ^{1, 2, 3}	8,789	1,537	10,326	25.53%	\$63,017,345
Rio Grande Council of Governments (RGCOG) ^{1, 2}	870	89	959	2.37%	\$5,852,570
Remaining Regions with 10% Set Aside	8,813	809	9,622	10.00%	\$20,900,000
Total Vehicles Affected in State of Texas					40,444
VW Settlement to the State of Texas					\$209,000,000
Fair Share Funding Recommendation Total (VW Settlement – 10% Set Aside)					\$188,100,000
Total Vehicles in Fair Share Funding Recommendation					30,822
Potential Settlement Per Vehicle with Fair Share Funding Recommendation					\$6,103

Fair Share Funding Recommendation: Regional counties within Transportation Management Areas: are proposed for nonattainment under 2015 NAAQS for Ozone or have existing vehicle inspection/maintenance programs; and/or are a part of Texas Clear Lanes

1. Transportation Management Area
2. Proposed Ozone Nonattainment Area (2015 Ozone NAAQS) and/or has Existing Vehicle Inspection/Maintenance Program
3. Texas Clear Lanes

Registration Source: NREL (Polk Vehicle Registration Database)

VW Settlement to the State of Texas Source: Partial Consent Decree 2.0L (9/30/16) and 3.0L (12/20/16)

VW Settlement Project Types - Emissions Reductions, Costs and Other Considerations*:

★	Port Cargo-Handling Equipment (CHE) (Forklifts w/>8k lbs lift capacity, scrappage required)	%	Example NOx Reduced (tons per year)	Example Cost of Electric Port CHE (\$)	Other Considerations	
Private	- Repower (all-electric + charging, + install)	75%	RTG (650-hp): 1.0 to 3.5 tons Yard Hostler (200-hp): 0.4 to 1.4 tons Forklift (72-hp): 0.3 to 0.7 tons	Electric RTG: \$250,000 to \$1.5M+ Electric Yard Hostler: \$150,000 to 250,000+ Electric Forklift: \$30,000+	+ <u>Zero-emission</u> projects + High horsepower, high annual usage equipment results in large NOx reductions + Significant <u>community benefits</u>	
	- Replacement (all-electric + charging)	75%				
Public	- Repower (all-electric + charging, + install)	100%				
	- Replacement (all-electric + charging)	100%				
★	Freight Switchers (Pre-Tier 4 w/ >1000 hours/year, scrappage required)	% Cost Reimbursement	Example NOx Reduced (tons per year)	Example Switcher Repower Cost (\$)	Other Considerations	
Private	- Repower (diesel, alt-fuel, hybrid, incl. gen-sets, + install)	40%	2 to 12+ tons <i>(potential for much higher reductions for high usage T0/unregulated engines)</i>	\$1M+	+ Freight switchers can have very old engines (30-40 years) + Limited alternative funding available	
	- Repower (all-electric + charging, + install)	75%				
	- Replacement (diesel, alt-fuel, hybrid, incl. gen-sets)	25%				
	- Replacement (all-electric + charging)	75%				
Public	- Repower (diesel, alt-fuel, hybrid, incl. gen-sets, + install)	100%				
	- Repower (all-electric + charging, + install)	100%				
	- Replacement (diesel, alt-fuel, hybrid, incl. gen-sets)	100%				
	- Replacement (all-electric + charging)	100%				
★	Ferries/Tugs (Unregulated/Tier 1/2 marine, scrappage required)	% Cost Reimbursement	Example NOx Reduced (tons per year)	Example Vessel Repower Cost (\$)	Other Considerations	
Private	- Repower (diesel to Tier 4 or upgrade to CMS/VEU, alt-fuel, hybrid, + install)	40%	Tug (4000-hp): 18 to 30 tons	Tug (4000-hp): \$2M+	+ Vessels typically have 2 propulsion engines and 1-2 auxiliary engines + Limited alternative funding available	
	- Repower (all-electric + charging, + install)	75%				
Public	- Repower (diesel to Tier 4 or upgrade to CMS/VEU, alt-fuel, hybrid, + install)	100%				
	- Repower (all-electric + charging, + install)	100%				
★	Ocean-Going Vessel (OGV) Shorepower (Equipment: cables, cable management systems, coupler systems, control systems, power distribution)	% Cost Reimbursement	Example NOx Reduced (tons per year)	Estimated (\$)	Other Considerations	
Private	- Shoreside costs	25%	123 tons	\$5M+	+ Good option for frequent callers, such as cruise ships + Limited alternative funding available <i>Note: may also be a cost-effective option for tugs</i>	
Public	- Shoreside costs	100%				
★	DERA Option			Example NOx Reduced (tons per year)	Example Cost of OGV Bonnet Technology (\$)	Other Considerations
	- Beneficiaries may use funds for non-federal voluntary match; only applies for State DERA programs (EPA would need to approve technology) <i>*If beneficiaries were to choose to modify the existing state DERA program, and if Congress appropriates funding to the DERA program, funding could be used for other very cost-effective projects, such as stack bonnet technologies that reduce ocean-going vessel emissions*</i>			OGV Stack Bonnet Technology (AMECS): 100+ tons <i>(depends on vessels; technology not yet approved)</i>	\$4M to 6M	+ OGV hoteling emissions have not been previously addressed and represent a large opportunity + Houston Ship Channel potential could be significant (>140 terminals)
★	Class 8 Local Freight/Waste/Dump Trucks & Port Drayage Trucks (1992-2009, scrappage required)	% Cost (Freight)	% Cost (Drayage)	Example NOx Reduced (tons per year)	Example Cost of Class 8b Truck (\$)	Other Considerations
Private	- Repower (diesel, alt-fuel, hybrid, + install)	40%	40%	0.2 to 1.0 ton	\$100,000 to \$125,000+	+ <u>Community benefits</u> for projects where trucks travel in neighborhoods (e.g., drayage and waste haulers) - Alternative funding available
	- Repower (all-electric + charging, + install)	75%	75%			
	- Replacement (diesel, alt-fuel, hybrid)	25%	50%			
	- Replacement (all-electric + charging)	75%	75%			
Public	- Repower (diesel, alt-fuel, hybrid, + install)	100%	100%			
	- Repower (all-electric + charging, + install)	100%	100%			
	- Replacement (diesel, alt-fuel, hybrid)	100%	100%			
	- Replacement (all-electric + charging)	100%	100%			

★	Class 4-8 School Bus, Shuttle Bus, or Transit Bus (<=2009, scrappage required)	% Cost Reimbursement	Example NOx Reduced (tons per year)	Example Cost of School & Transit Bus (\$)	Other Considerations
Private	- Repower (diesel, alt-fuel, hybrid, + install)	40%	School bus: 0.1 to 0.2 ton	School bus: \$125,000+	+ School bus projects have important health co-benefits for children + May reduce idling in neighborhoods & at schools + Public transit supports <u>reduced congestion</u> - Alternative funding available
	- Repower (all-electric + charging, + install)	75%			
	- Replacement (diesel, alt-fuel, hybrid)	25%			
	- Replacement (all-electric + charging)	75%			
Public	- Repower (diesel, alt-fuel, hybrid, + install)	100%	Urban bus: 0.3 to 0.7 ton	Transit bus: \$400,000+	
	- Repower (all-electric + charging, + install)	100%			
	- Replacement (diesel, alt-fuel, hybrid)	100%			
	- Replacement (all-electric + charging)	100%			
★	Airport Ground Support Equipment (GSE) (< Tier 4 CI, Uncert/>3.0 g/bhp-hr SI, scrappage required)	%	Example NOx Reduced (tons per year)	Estimated (\$)	Other Considerations
Private	- Repower (all-electric + charging, + install)	75%	Baggage Tug (100-hp): 0.1 to 0.4 ton Aircraft Tug (500-hp): 0.6 to 2 tons	Electric Baggage Tug (100-hp): \$30,000+ Electric Aircraft Tug (500-hp): \$90,000+	+ Zero-emission projects + Projects could support both passenger and air freight operations - Alternative funding available
	- Replacement (all-electric + charging)	75%			
Public	- Repower (all-electric + charging, + install)	100%			
	- Replacement (all-electric + charging)	100%			
	Class 4-7 Local Freight ("Medium") Trucks (1992-2009, scrappage required)	% Cost Reimbursement	Example NOx Reduced (tons per year)	Example Cost of Medium Truck (\$)	Other Considerations
Private	- Repower (diesel, alt-fuel, hybrid, + install)	40%	Class 4 (flat bed and stake trucks): 0.1 to 0.2 tons	Class 4 (flat bed and stake trucks): \$60,000+	- Typically lower mileage vehicles (~20k/year), with some exceptions - Alternative funding available
	- Repower (all-electric + charging, + install)	75%			
	- Replacement (diesel, alt-fuel, hybrid)	25%			
	- Replacement (all-electric + charging)	75%			
Public	- Repower (diesel, alt-fuel, hybrid, + install)	100%	Class 7 (beverage): 0.1 to 0.2 tons	Class 7 (beverage): \$70,000+	
	- Repower (all-electric + charging, + install)	100%			
	- Replacement (diesel, alt-fuel, hybrid)	100%			
	- Replacement (all-electric + charging)	100%			
	LD ZEV Supply Equipment (Max use of up to 15% of funds, L1/2/fast charging equipment, H2 FC equipment w/ 70 MPa pressure)	%	Note: \$2.0 B is also being allocated through the ZEV Investment Commitment (detailed in Appendix C of the Partial Consent Decree for 2.0 L, 9/30/2016)		
Public	- Electrical vehicle supply equipment available to public (purchase/install/maint)	75%			
	- Electrical vehicle supply equipment available to public (purchase/install/maint)	100%			
Other	- Electrical vehicle supply equipment available to workplace/multi-unit dwelling (purchase/install/maint)	60%			
	- H2 FC vehicle supply equip. w/250 kg/day dispensing capability available to public (purchase/install/maint)	33%			
	- H2 FC vehicle supply equip. w/100 kg/day dispensing capability available to public (purchase/install/maint)	25%			

* Projects with green star denote high NOx emission reduction potential (older engines + high horsepower + high activity) and/ or projects that advance zero-emissions technology.

Resources/Appendix

Partial Consent Decree (9/30/2016) - 2.0L vehicles

- Appendix C - ZEV Investment Commitment (\$2.0 B), 10 years
- Appendix D - Environmental Mitigation Trust Fund (\$2.7 B)

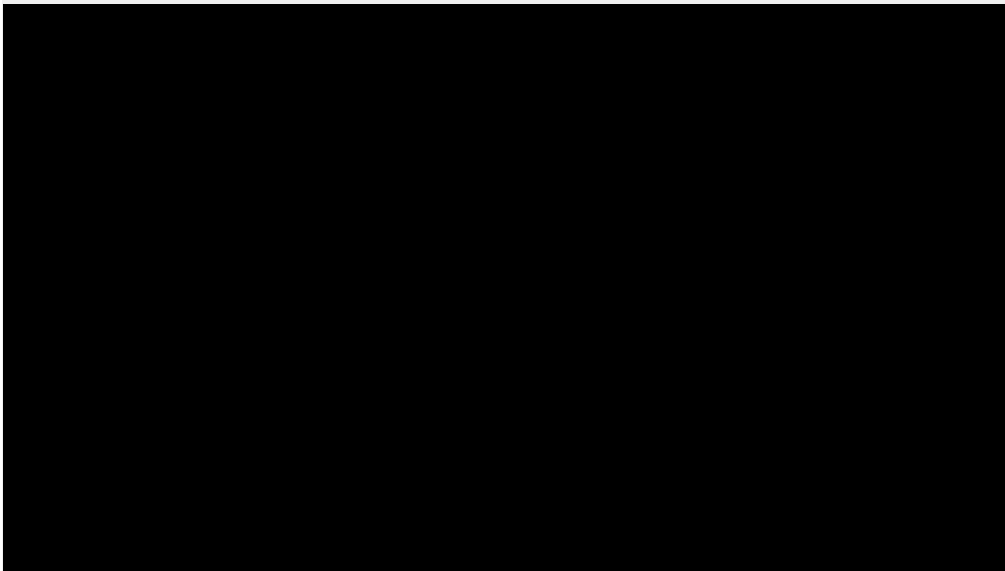
Partial Consent Decree (12/20/16) - 3.0L vehicles

- Mitigation Appendix (\$225 M)

Eligible Project Types (assumptions & resources; many estimates from NOx-focused Texas Emissions Reduction Plan)

1	Port CHE: TERP methodology for rubber-tire gantry (RTG) crane (650 hp, 1251 hrs), yard hostlers (200 hp, 1261 hrs), & forklift w/8k lift capacity (72 hp, 1706 hrs) for T0/T1/T2/T3
2	Freight Switchers: TERP methodology for locomotive projects using T0 (@17.5k gal) and T2 (@50k gal) for baseline; (min fuel use approx 1000 hours @ 140 gal/day)
3	Ferries/Tugs: TERP methodology for marine projects (Cat 2, 4000 hp) to repower from T0/T2 to T4, at 2500-3000 annual hours
4	OGV Shorepower: EPA National Port Strategy Assessment (2016); page 84.
5	DERA Option: Port of Long Beach emission inventory method to evaluate potential emissions reductions for tanker hoteling at terminal in the HGB region
6	Class 8 Local Freight/Drayage Trucks: TERP methodology for onroad Class 8b project using range of model years & annual mileage of 30,000 - 60,000
7	Class 4-8 Bus: TERP methodology for school/transit bus project using range of model years & annual mileage of 10,000 (school) - 35,000 (transit)
8	Airport GSE: TERP methodology for GSE equipment using horsepower range of 100 hp (e.g., baggage tug, lift) to 500 hp (e.g., widebody aircraft tug) and 681 annual hours
9	Class 4-7 Local Freight Trucks: TERP methodology for onroad Class 4 & 7 projects using range of model years & annual mileage of 10,000 - 20,000

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NCTCOG - Vital Link Internship



118

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Published on Jul 13, 2017

Every year, NCTCOG has the opportunity to work with a local school district to have students shadow staff during the summer. Students were excited to provide assistance and let us know their opinion on many high-profile projects.

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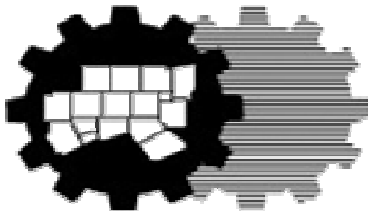
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LOW-INCOME VEHICLE REPAIR ASSISTANCE, RETROFIT, AND ACCELERATED RETIREMENT PROGRAM (LIRAP) AND LOCAL INITIATIVE PROJECTS (LIP)

**Dallas County Commissioners Court
July 5, 2017**



**Michael Morris, P.E.
Chris Klaus
Shannon Stevenson
North Central Texas Council of Governments**

RECOMMENDATION

Temporarily Suspend and Automatically Reinststate the Collection of Fees for the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Retirement Program (LIRAP) and Local Initiative Projects (LIP) in Dallas County

LEGISLATIVE UPDATE

ONE STEP FORWARD; TWO STEPS BACK

Legislative Budget Board recommended LIRAP/LIP funding for fiscal year 2018 and fiscal year 2019.

Several bills in the 85th Texas Legislature attempted to modernize and increase flexibility of LIRAP/LIP, but were unsuccessful.

House Bill 2321 (Turner)

House Bill 402 (Huberty)

Senate Bill 2003 (Watson)

Texas Governor vetoed funding for fiscal years 2018 and 2019 for LIRAP/LIP (along with other air quality programs).

CONSEQUENCES

TRANSPORTATION IMPLICATIONS?

LIRAP/LIP are important components of the State Implementation Plan (SIP) (Weight of Evidence)

LIRAP/LIP critical in ensuring the emissions reductions of the inspection and maintenance (I/M) program are achieved (the I/M program is a legally binding control measure in the SIP)

I/M benefits accounted for in Motor Vehicle Emissions Budgets

Possible transportation conformity constraint

MOVING FORWARD

Continue to operate LIRAP for the next two years by utilizing previous unspent allocations; explore funding options for LIP (e.g., Trade)

Collaborate with local governments, State agencies, and stakeholders toward a plan to generate awareness, interest, and participation

Employ good government practices

Prevent the Legislature from using funds out of dedicated accounts collected at the local levels to certify the State budget

Ensure previous funds collected are appropriated back to the counties for their original intent (i.e., \$140M for DFW)

Work during the upcoming special and interim sessions to gain support to appropriate funding, modernize LIRAP and increase LIP flexibility, including giving local governments more control over how to best spend available funds

QUESTIONS?

Michael Morris, P.E.
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**SUMMARY OF APPROVED TRANSPORTATION AND AIR QUALITY BILLS
85TH TEXAS LEGISLATURE
JUNE 2017**

House Bills

HB 62 (Craddick) Relating to the use of a wireless communication device while operating a motor vehicle.

HB 62 amends current law relating to the use of a wireless communication device while operating a motor vehicle, creates a criminal offense, and modifies existing criminal penalties.

The bill requires that the driver's license applicants' exam include a test of the applicant's knowledge of the effect of using a wireless communication device.

Transportation Code is amended to require an officer to issue a written notice to appear for certain offenses, including the use of a wireless communication device. The bill establishes a misdemeanor offense punishable by a fine of not more than \$99 for a first time offense or \$200 if the offender has been previously convicted for the same offense, for using a hand held device to read, write, or send a text based communication while operating a moving vehicle that is not stopped. To be prosecuted, the behavior must be committed in the presence of or within the view of a peace officer or established by other evidence.

The bill includes exceptions and defenses to prosecution for the offense such as, if the cell phone is used in conjunction with a hands free device, to navigate a GPS system, to report illegal activity, to read a text that was an emergency, for occupation duties between an operator and a dispatcher, and to activate music. If the offense causes the death or serious bodily injury of another person, the offense would be punishable as a Class A misdemeanor punishable by a fine not to exceed \$4,000 and confinement in jail for up to one year.

The bill requires the Texas Department of Transportation (TxDOT) to post a sign on each interstate highway or United States highway at the entrance to this state informing drivers of the law.

The bill preempts all local ordinances and rules or other regulations adopted by a political subdivision relating to the use of a portable wireless communication device by the operator of a motor vehicle to read, write, or send an electronic message.

The bill takes effect September 1, 2017.

HB 100 (Paddie) Relating to the regulation of transportation network companies.

HB 100 establishes a statewide framework for regulating transportation network companies (TNCs), requires and occupational permit and authorizes a fee.

A transportation network company is defined as a corporation, partnership, sole proprietorship, or other entity that, for compensation, enables a passenger to prearrange a digitally prearranged ride with a driver, exclusively through the entity's digital network.

The bill gives the State exclusive authority to regulate TNCs. Municipalities and local entities would be prohibited from imposing a tax, license, setting rates, or operational requirements. However, an airport operator could establish certain regulations and a reasonable fee for TNCs that provide services at the airport. The bill authorizes a municipality or other local entity to contract with a TNC operating in the municipality's or entity's jurisdiction for the coordination of large events occurring.

Permits

A permit is required before operating a TNC in the state. Permit holders would have to maintain insurance, disclose fares to passengers, accept payments through the digital network, provide an electronic receipt, adopt intoxication policy and post it online, and pay an annual fee of \$5,000 to the Texas Department of Licensing and Regulation (TDLR).

Drivers and Vehicles

A driver must be at least 18 years old, have a valid driver's license and proof of registration and insurance on each vehicle to be used for TNC services. TNCs are also required to review a potential driver's driving record and perform a background check on each driver that searched the national sex offender registry and criminal records in a commercial nationwide database. A TNC could not allow a driver to log in who had been convicted of more than three moving violations in past three years; fleeing or attempting to elude a police officer, reckless driving or driving without a valid driver's license in the past three years; driving while intoxicated, fraud, property damage, theft, use of a motor vehicle to commit a felony, or an act of terrorism or violence in the past seven years.

The bill would require that vehicles used to provide TNC services have four doors, have passed a state inspection, and have a maximum capacity of eight occupants, including the driver. Additionally, a vehicle also used as a taxicab or limousine would not be allowed to provide TNC services.

Pilot Program and Report

The bill prohibits drivers from discriminating on the basis of a passenger's location or destination, race, religion, sex, disability, age, the use of a service animal or physical disabilities. Each TNC is required to conduct an accessibility pilot program in one of the four largest markets in which the company operates in this state to offer their services to disabled persons. In addition, a TNC must also provide a report on the findings of the TNC's pilot program to each legislative standing committee with primary jurisdiction over transportation not later than a certain date.

Data Sharing

A TNC must maintain records showing compliance with the provisions in the bill for two years, individual ride records for at least five years after the date of the ride, and driver records for at least five years after a driver became inactive. TDLR could not disclose records from the TNC to a third party, except in compliance with a court order or subpoena, and is required to take all reasonable measures to secure the information. A municipality and a transportation network company may voluntarily enter into an agreement under which the company shares the company's data with the municipality.

TDLR would be allowed to suspend or revoke the permit of a TNC that did not meet the requirements of the bill.

The bill is effective immediately.

HB 890 (Geren) relating to providing information to the public and to purchasers of real property regarding the impact of military installations.

HB 890 amends the Local Government Code by adding a new section, Public Information Regarding Impact of Military Installations. A county and any municipality in which a military installation is located must work closely with the military installation to ensure that the most recent Air Installation Compatible Use Zone Study or Joint Land Use Study applicable to each military installation, or a link to that information is publicly available on the local governmental entity's Internet website.

In addition, a seller's disclosure notice for residential property is now updated to include information about a nearby military installation. The Seller's Disclosure Notice in Section 5.008(b), Property Code, is amended to read as follows:

This property may be located near a military installation and may be affected by high noise or air installation compatible use zones or other operations. Information relating to high noise and compatible use zones is available in the most recent Air Installation Compatible Use Zone Study or Joint Land Use Study prepared for a military installation and may be accessed on the Internet website of the military installation and of the county and any municipality in which the military installation is located.

The bill takes effect on September 1, 2017.

HB 897 (Ashby) Relating to the exemption from the taxes imposed on the sale, use, or rental of certain motor vehicles owned or used by a church, religious society, or open-enrollment charter school and from registration fees for motor vehicles owned by open-enrollment charter schools.

HB 897 amends the Tax and Transportation Codes, regarding the motor vehicle sales and use tax and registration fees.

The bill exempts trailers purchased by religious organizations from paying the motor vehicle sales and use tax on such purchases and open-enrollment charter schools from paying the motor vehicle sales and use tax or rental taxes. The bill also adds an open-enrollment charter school to the definition of a public agency. In addition, open-enrollment charter schools are exempt from paying registration fees on a motor vehicle, trailer, or semitrailer.

The bill takes effect on September 1, 2017.

HB 1140 (Anderson) Relating to the allocation categories for state funding of public transportation.

The bill amends Chapter 456 of the Transportation Code to define urbanized areas under the current state funded public transportation grant program as "large urbanized area" for an area with a population of 200,000 or more and "small urbanized area" for an urbanized area with a population less than 200,000.

The Texas Transportation Commission is required to allocate to large urbanized, small urbanized, and nonurbanized areas, rather than urban, urbanized, and rural areas, under the current formula program.

The bill takes effect on September 1, 2017.

HB 1424 (Murphy) relating to the operation of an unmanned aircraft over certain facilities or sports venues; creating a criminal offense.

HB 1424 amends the Government Code by prohibiting the operation of an unmanned aircraft over a correctional or detention facility operated by the federal, state, or local government.

A correctional facility is defined as a confinement facility operated by or under contract with any division of the Texas Department of Criminal Justice, a municipal or county jail, a confinement facility operated by or under contract with the Federal Bureau of Prisons or a secure correctional facility or secure detention facility. A detention facility means a facility operated by or under contract with United States Immigration and Customs Enforcement for the purpose of detaining aliens and placing them in removal proceedings.

This does not apply to an operator of an unmanned aircraft that is being used for a commercial purpose, if the operation is conducted in compliance with each applicable Federal Aviation Administration (FAA) rule, restriction, or exemption and all required FAA authorizations.

In addition, operation of an unmanned aircraft over a sports venue is prohibited. A sports venue is defined as an arena, automobile racetrack, coliseum, stadium, or other type of area or facility that has a seating capacity of 30,000 or more people and is primarily used for one or more professional or amateur sports or athletics events. A person commits an offense if the person intentionally or knowingly operates an unmanned aircraft over a sports venue and the unmanned aircraft is not higher than 400 feet above ground level.

This does not apply to the federal government, the state, or a governmental entity, a law enforcement agency, an operator of an unmanned aircraft that is being used for a commercial purpose, if the operation is conducted in compliance with applicable Federal Aviation Administration rule, an owner or operator of the sports venue, or a person under contract by any of the aforementioned. An offense under this section is a Class B misdemeanor, or Class A misdemeanor if the actor has previously been convicted.

The bill takes effect September 1, 2017.

HB 1643 (Springer) relating to the regulation of the operation of an unmanned aircraft and the prosecution of a related criminal offense.

HB 1643 amends the Government Code by prohibiting the operation of an unmanned aircraft over any structure used as part of a system to provide wired or wireless telecommunications services, a concentrated animal feeding operation if enclosed by a fence, an oil or gas drilling site, a group of tanks used to store crude oil, an oil or gas wellhead, or any oil and gas facility that has an active flare.

In addition, a political subdivision may not adopt or enforce any ordinance, order, or other similar measure regarding the operation of an unmanned aircraft. A political subdivision is defined as a county, a joint board (as defined in Transportation Code, Title 3. Aviation, Chapter 22. County and Municipal Airports, Section 22.074) and a municipality.

A political subdivision may only adopt and enforce an ordinance, order, or other similar measure if the political subdivision applies for and receives authorization from the Federal Aviation Administration to adopt the regulation and after providing reasonable notice, holding a public hearing on the political

subdivision's intent to apply for the authorization, and only for the following purposes: (1) the use of an unmanned aircraft during a special event, (2) the political subdivision's use of an unmanned aircraft; or (3) the use of an unmanned aircraft near a facility or infrastructure owned by the political subdivision. An ordinance, order, or other similar measure in violation is void and unenforceable.

The bill takes effect September 1, 2017.

HB 1791 (Pickett) Relating to the use of connected braking systems to maintain distance between vehicles.

HB 1791 defines a connected braking system as a system by which the braking of one vehicle is electronically coordinated with the braking system of a following vehicle.

An operator of a vehicle equipped with a connected braking system that is following another vehicle equipped with that system may be assisted by the system to maintain an assured clear distance or sufficient space.

The bill is effective immediately.

HB 1959 (Thompson) Relating to a study by the Texas Department of Motor Vehicles of alternative registration technologies for commercial motor vehicles.

HB 1959 amends current law relating to alternative registration technologies for commercial motor vehicles.

The Texas Department of Motor Vehicles (DMV) is required to conduct a study that identifies and assesses alternative technologies for registering commercial motor vehicles to replace license plates, permits, and other existing documentation and registration methods currently in use in this state. The study must also evaluate the safety and suitability for use on roadways of those technologies. The bill requires the DMV to submit a report on the results of the study not later than December 1, 2021.

The DMV, in consultation with a state agency or research division of an institution of higher education, may establish a limited pilot program that identifies, implements, and assesses alternative technologies for registering commercial motor vehicles to replace license plates, permits, and other existing documentation and registration methods currently in use if the department determines that the program can be implemented at no cost to the state and that the results of the study conducted indicate that the program is feasible.

No later than December 1, 2022, the DMV must submit a report on the results of the program to the Governor, Lieutenant Governor, Speaker of the House, and presiding officer of each legislative standing committee with primary jurisdiction over transportation issues.

The bill is effective immediately.

HB 2319 (Paddie) Relating to weight limitations for natural gas motor vehicles.

HB 2319 authorizes a vehicle fueled primarily by natural gas to exceed any weight limitation by an amount equal to the difference between the weight attributable to the vehicle's natural gas tank and fueling system and the weight of a comparable diesel tank and fueling system, provided that the gross weight of the vehicle or combination of vehicles does not exceed 82,000 pounds.

Permits and Fees

The bill also authorizes the Texas Department of Motor Vehicles (DMV) to issue an annual permit for the international transportation of intermodal shipping containers moving by a truck-tractor and semitrailer combination that has six axles, is equipped with a roll stability support safety system and truck blind spot system, and does not exceed 93,000 pounds, along with other axle distance limits and weights.

The DMV shall restrict vehicles operating under a permit to routes that are located in a county with a population of more than 90,000, on highways in the state highway system and not more than five miles from the border between this state and Arkansas. An intermodal shipping container being moved under a permit issued under this section must be continuously sealed from the point of origin to the point of destination.

The DMV is required to set the amount of the permit fee in an initial amount not to exceed \$2,000. Of that fee, 90 percent would be deposited to the State Highway Fund, five percent deposited to the DMV Fund, and five percent to the appropriate county road and bridge fund. A fee may only be used for transportation projects in the Texas Department of Transportation (TxDOT) district designated in the permit application for which the fee was assessed.

Study

Beginning in 2022 on September 1 of each even-numbered year, TxDOT must conduct study concerning vehicles operating under a permit and publish the results of the study. The study will examine: (1) the weight and configuration of vehicles operating under a permit that are involved in a motor vehicle accident, (2) the types of vehicles operating under a permit issued under this section, (3) traffic volumes and variations of vehicles operating under a permit issued under this section, (4) weigh-in-motion data for highways located in and around the area allowed, (5) impacts to state and local bridges, and (6) impacts to state and local roads.

The bill is effective immediately.

HB 3964 (Meyer) Relating to the designation of a portion of State Highway 289 in Dallas County as the Harold C. Simmons Memorial Highway.

HB 3964 designates the portion of State Highway 289 (Preston Road) in Dallas County between its intersection with State Loop 12 (Northwest Highway) and its intersection with Royal Lane as the Harold C. Simmons Memorial Highway. This designation is in addition to any other designation.

The bill is effective immediately.

Senate Bills

SB 1 (Nelson) General Appropriations Bill

OVERVIEW

The Statewide budget provides \$217 billion for fiscal years 2018-19.

TRANSPORTATION

Funding includes \$26.6 billion in All Funds provided for all functions of the Department of Transportation (TxDOT); this includes \$2.9 billion in funding from anticipated state sales tax deposits to the State Highway Fund (SHF) associated with voter approval of Proposition 7 in November 2015, \$2.5 billion in funding from oil and natural gas tax-related transfers to the SHF (Proposition 1, 2014), and all available SHF from traditional transportation tax and fee revenue sources (estimated to be \$8.8 billion for the 2018–19 biennium).

Funding of \$23.0 billion in All Funds is provided for highway planning and design, right-of-way acquisition, construction, and maintenance and preservation. The All Funds amount includes \$9.7 billion for maintenance and preservation of the existing transportation system, \$4.5 billion for construction and highway improvements, \$2.3 billion from Proposition 7, 2015, proceeds and \$2.5 billion from Proposition 1, 2014, proceeds for constructing, maintaining, and acquiring rights-of-way for non-tolled public roadways, \$2.3 billion for transportation system planning, design, and management, and \$1.7 billion for right-of-way acquisition.

Funding provides \$2.3 billion in All Funds for debt service payments and other financing costs, including \$1.6 billion in Other Funds from the SHF and Texas Mobility Fund, \$0.6 billion in Other Funds from Proposition 7, 2015, SHF proceeds for general obligation bond debt service, replacing General Revenue Funds for this purpose (decrease of \$0.5 billion in General Revenue Funds), and \$0.1 billion in Federal Funds from Build America Bond interest payment subsidies.

Proposition 1 Appropriations

Amounts appropriated from State Highway Fund No. 006 - Proposition 1, 2014, include estimated revenue transfers to the State Highway Fund for the 2018-19 biennium pursuant to Article III, Section 49- g(c-1) of the Texas Constitution (estimated to be \$563,000,000 in fiscal year 2018 and \$739,022,000 in fiscal year 2019) to be used for constructing, maintaining, and acquiring rights-of-way for non-tolled public roadways, and unexpended balances remaining from prior fiscal years (estimated to be \$722,223,531 in fiscal year 2018 and \$485,671,609 in fiscal year 2019) for ongoing project development costs and construction contract payments on eligible roadway projects initiated prior to the 2018-19 biennium.

Proposition 7 Appropriations

Contingent upon the Comptroller transferring the fiscal year 2018 Proposition 7, 2015, amount (estimated to be \$2,205,400,000) to the State Highway Fund pursuant to Article VIII, Sec. 7-c (a) of the Texas Constitution by September 3, 2018, and the Comptroller transferring a portion of the fiscal year 2019 Proposition 7, 2015, amount (estimated to be \$700,000,000) to the State Highway Fund by August 31, 2019, the following amounts are allocated to the strategies above for the following purposes, in accordance with Article VIII, Sec. 7-c, subsection (c), of the Texas Constitution:

(1) \$2,527,698,000 in fiscal year 2019 in Strategy A.1.7, Proposition 7, 2015, for the construction, maintenance, or acquisition of rights-of-way for public roadways other than toll roads; and

(2) \$377,702,000 in fiscal year 2019 in Strategy F.1.1, General Obligation Bonds, for the repayment of principal and interest on general obligation bonds issued as authorized by Article III, Sec. 49-p, of the Texas Constitution.

Pursuant to Texas Constitution, Article VIII, Sec. 7-c (a), the full amount of sales tax proceeds for fiscal year 2018 and an estimated \$700,000,000 for fiscal year 2019 shall be transferred to the State Highway Fund during the biennium. It is the intent of the Legislature that the remaining sales tax proceeds for fiscal year 2019 will transfer to the State Highway Fund in the following year.

In the event that revenue deposited to the State Highway Fund pursuant to Article VIII, Sec. 7- c, of the Texas Constitution is insufficient and/or unavailable at the time when payments of principal or interest are due on general obligation bonds issued as authorized by Article III, Sec. 49-p, of the Texas Constitution, TxDOT may temporarily expend General Revenue Funds for the repayment of principal and interest on those general obligation bonds in accordance with the provisions of Rider 17, Bond Programs, in the TxDOT budget. Any expenditure of General Revenue for the repayment of principal and interest on these general obligation bonds during the 2018-19 biennium shall be repaid to the General Revenue Fund using amounts appropriated above from State Highway Fund No. 006 - Proposition 7, 2015, by the end of the fiscal year in which the General Revenue Funds were expended or as soon as is practicable during the 2018-19 biennium under procedures and standards established by the Comptroller of Public Accounts.

TxDOT is authorized to transfer State Highway Fund No. 006 - Proposition 7, 2015, appropriations from Strategy A.1.7, Proposition 7, 2015, into Strategy F.1.1, General Obligation Bonds, in any amount necessary to repay principal and interest on general obligation bonds. The Department may transfer unexpended balances of State Highway Fund No. 006 - Proposition 7, 2015, appropriations remaining in Strategy F.1.1, General Obligation Bonds, to Strategy A.1.7, Proposition 7, 2015, after expenditures of such funds have been made for payments due on general obligation bonds during each fiscal year.

Limitation on Expenditures for High-speed Rail

None of the funds appropriated to TxDOT from state funds may be used for the purposes of subsidizing or assisting in the planning, facility construction or maintenance, security for, or operation of high-speed rail operated by a private entity. If the Department acts as a joint-lead agency with a federal agency under federal law, this section does not prevent TxDOT from using state funds to exercise its authority for oversight and coordination of federal processes and programs. For the purposes of this section, high-speed rail means intercity passenger rail service that is reasonably expected to reach speeds of at least 110 miles per hour.

TxDOT must prepare a report every six months summarizing the number of Full-Time-Equivalent (FTE) hours and expenses related to private high-speed rail work. The report shall be distributed to members of the Legislature whose districts include the potential high-speed rail projects and the chairs of relevant policy committees in each chamber.

Nothing in this provision is intended to preclude or limit TxDOT from executing its responsibilities under state or federal law including regulatory responsibilities, oversight of transportation projects, environmental review, policy development, and communication with public officials, or from coordinating with high-speed rail in the same manner as it treats other entities that work with the Department in the planning and coordination of their projects.

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY (TCEQ)

Air Quality Planning

The budget rider for Air Quality Planning was line-item vetoed by the Governor. The following text has been removed from the budget:

~~Amounts appropriated above include \$6,000,500 for the biennium out of the Clean Air Account No. 151 in Strategy A.1.1, Air Quality Assessment and Planning, for air quality planning activities to reduce ozone in areas not designated as nonattainment areas during the 2016-17 biennium and as approved by the Texas Commission on Environmental Quality (TCEQ). These areas may include Waco, El Paso, Beaumont, Austin, Corpus Christi, Granbury, Killeen-Temple, Longview-Tyler-Marshall, San Antonio, and Victoria. These activities may be carried out through interlocal agreements and may include: identifying, inventorying, and monitoring of pollution levels; modeling pollution levels; and the identification, quantification, implementation of appropriate locally enforceable pollution reduction controls; and the submission of work plans to be submitted to the TCEQ. The TCEQ shall allocate \$350,000 to each area and the remaining funds to each area based on population in excess of 350,000. The grant recipients shall channel the funds to those projects most useful for the State Implementation Plan (SIP).~~

Statement from the Governor:

This program funds, among other items, bicycle use programs, carpooling awareness, environmental awareness campaigns, and locally enforceable pollution reduction programs in near non-attainment areas, which can be funded at the local government level. Resources in the Clean Air Account should be prioritized to directly address problems in our non-attainment areas of the state so that we are better positioned to combat the business-stifling regulations imposed on these areas by the Environmental Protection Agency. I therefore object to and disapprove of this appropriation.

Refinement and Enhancement of Modeling to Demonstrate Attainment with the Clean Air Act

Amounts appropriated above include \$750,000 in fiscal year 2018 out of the Clean Air Account No. 151 in Strategy A.1.1, Air Quality Assessment and Planning, for research to obtain the data and information to refine and enhance any model used to demonstrate attainment with the National Ambient Air Quality Standard (NAAQS) and to assess air quality associated with other pollutants under the Federal Clean Air Act during the biennium beginning on September 1, 2017. These funds may also be used to collect and analyze data and procure appropriate computing tools for modeling to demonstrate attainment with the National Ambient Air Quality Standard for Ozone and other pollutants. TCEQ may contract as necessary to carry out these activities.

Texas Emissions Reduction Plan (TERP):

Grants and Administration

Amounts appropriated above in Strategy A.1.1, Air Quality Assessment and Planning, include \$77,369,870 in fiscal year 2018 and \$77,369,867 in fiscal year 2019 out of the Texas Emissions Reduction Plan (TERP) Account No. 5071. Pursuant to Health and Safety Code §386.252, the table below provides an estimated allocation for the TERP Account No. 5071 appropriations for each authorized use of the funds for the 2018-19 biennium.

PROGRAMS	2018	2019
TERP Administration	\$ 4,000,000	\$ 4,000,000
Regional Air Monitoring Program	\$ 3,000,000	\$ 3,000,000
Emissions Reduction Incentive Grants	\$ 58,122,089	\$ 61,990,579
Clean School Bus (maximum)	\$ 3,094,795	\$ 3,094,795
Alternative Fueling Facilities Program	\$ 3,868,494	\$ 0
New Technology Implementation Grants (maximum)	\$ 2,321,096	\$ 2,321,096
Health Effects Study (maximum)	\$ 200,000	\$ 200,000
Research	\$ 1,000,000	\$ 1,000,000
Energy Systems Laboratory Contract (maximum)	\$ 216,000	\$ 216,000
Drayage Truck Incentive Program (minimum)	\$ 1,547,397	\$ 1,547,397
TOTAL	\$ 77,369,870	\$ 77,369,867

TCEQ is authorized to reallocate unexpended balances between programs to meet the objectives of the TERP program, provided such reallocations are within the statutory limitations on the use of TERP Account No. 5071 as set forth in Health and Safety Code §386.252.

Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP)

The budget rider for LIRAP was line-item vetoed by the Governor. The following text has been removed from the budget:

~~Amounts appropriated above out of the Clean Air Account No. 151 in Strategy A.1.1, Air Quality Assessment and Planning, include \$43,468,055 in each fiscal year of the 2018-19 biennium in estimated fee revenues from vehicle inspection and maintenance fees generated pursuant to Health and Safety Code, §§382.202 and 382.302, to fund the Low-income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP). Out of these amounts, not more than \$253,893 in each fiscal year shall be used by the Texas Commission on Environmental Quality (TCEQ) for costs associated with administering the LIRAP as authorized in Health and Safety Code, §382.202, and all remaining funds shall be used as LIRAP grants to local governments.~~

~~Amounts appropriated above in Strategy A.1.1, Air Quality Assessment and Planning, also include \$4,829,673 in each fiscal year of the 2018-19 biennium out of the Clean Air Account No. 151 to be used only for purposes authorized in Chapter 382 of the Health and Safety Code for county implemented local initiatives projects to reduce air emissions.~~

~~Amounts appropriated above for LIRAP grants and local initiative projects also include an estimated \$1,196,172 each fiscal year in estimated fee revenue generated from Travis County and \$483,736 each fiscal year in estimated LIRAP fee revenue generated from Williamson County. The TCEQ shall allocate, at a minimum, the estimated revenue amounts collected in each of the counties during the 2018-19 biennium to provide LIRAP grants and local initiatives projects in those counties.~~

In addition to the amounts appropriated above, any additional revenues from vehicle inspection and maintenance fees generated from additional counties participating in the LIRAP beginning on or after September 1, 2017 are appropriated to the TCEQ for the biennium. Such funds shall be used to provide grants to local governments and to cover administrative costs of the TCEQ in administering the LIRAP.

Statement from the Governor:

The Low-Income Vehicle Repair Assistance Program (LIRAP) has done little to provide measureable improvements to air quality in our state's non-attainment areas. Additionally, previously approved appropriations for this program have yet to be fully spent by the local entities who administer this program. The LIRAP program is similar to the ill-conceived and dubious Cash Jr Clunkers program and should be abolished. A veto of this appropriation will not only allow local entities to spend previously approved allocations, but will also allow counties an opportunity to reassess if they should continue to charge an optional local fee for this program. I therefore object to and disapprove of this appropriation.

The bill takes effect September 1, 2017.

SB 79 (Nelson) Relating to the production of public information available on a publicly accessible website.

SB 79 amends the Government Code to change the term “political subdivision” to a “governmental body” when referring to the entities for which the public information officer is authorized to comply with a public information request. The public information officer of a governmental body may refer a requestor to an exact Internet location or uniform resource locator (URL) on a website maintained by the entity.

The bill takes effect on September 1, 2017.

SB 82 (Nelson) Relating to prohibiting the temporary closure of segments of the state highway system on days that certain scheduled events are being held.

SB 82 amends the Transportation Code to require a contract for an improvement to a segment of the state highway system to prohibit a contractor from temporarily closing the highway, including temporarily relocating or changing an entrance or exit ramp to or from the highway, on the date that an event is scheduled to be held in a municipality in which the improvement is being proposed if, not later than 180 days before the date the event is scheduled to be held, the municipality notifies TxDOT and the contractor of the date.

The bill applies only to a municipality that is partially located in three counties, two of which have a population of 1.8 million or more, is primarily located in a county with a population of 1.8 million or more, and has within its boundaries all or part of an international airport operated jointly by two municipalities.

The bill takes effect September 1, 2017.

SB 277 (Campbell) relating to the eligibility of certain property for certain ad valorem tax incentives relating to wind-powered energy devices.

SB 277 amends Tax Code by prohibiting wind farm owners from receiving a property tax abatement, or a property tax limitation, if their wind turbines are located 25 nautical miles or less from a military aviation facility located in Texas.

A military aviation facility is defined as a base, station, fort, or camp at which fixed-wing aviation operations or training is conducted by the United States Air Force, the United States Air Force Reserve, the United States Army, the United States Army Reserve, the United States Navy, the United States Navy Reserve, the United States Marine Corps, the United States Marine Corps Reserve, the United States Coast Guard, the United States Coast Guard Reserve, or the Texas National Guard.

An owner or lessee of a parcel of property that is located wholly or partly in a reinvestment zone may not receive an exemption or limitation from taxes of any portion of the value of the property under a tax abatement agreement that is entered into on or after September 1, 2017, if, on or after that date, a wind-powered energy device is installed or constructed on the same parcel of real property at a location that is within 25 nautical miles of the boundaries of a military aviation facility located in this state. The prohibition does not apply if the wind-powered energy device is installed or constructed as part of an expansion or repowering of an existing project.

The bill will take effect September 1, 2017.

SB 312 (Nichols) Relating to the continuation and functions of the Texas Department of Transportation.

SB 312 continues TxDOT until September 1, 2029. The bill revises provisions governing state aircraft fleets, project selection, contracting, district performance measures, metropolitan planning organizations, and reports of information to the public.

Long-Term Plan for Statewide Passenger Rail

TxDOT is required to update the long-term plan for statewide passenger rail system at least once every five years. In addition to current requirements, the plan must now include an analysis of short-term and long-term effects of each proposed passenger rail system on state and local road connectivity, including effects on oversize or overweight vehicles and other commercial traffic, as well as an analysis of the effect of each proposed passenger rail system on statewide transportation planning, including the effect on future state and local road construction and road maintenance needs.

Aesthetic Entrances and Ornamental Decorations

TxDOT may enter into agreements with local governments, convention and visitors bureaus, chambers of commerce, or other governmental or nongovernmental entities for the purpose of purchasing supplies and materials to be used for aesthetic entrances to municipalities or census designated places along interstate highways or highway corridors or ornamental decorations along overpasses, provided that the department may not expend appropriated funds solely to plan, design, or construct aesthetic entrances to municipalities or census designated places along interstate highways or highway corridors or ornamental decorations along overpasses.

Statewide Transportation Plan Dashboard

TxDOT must develop and prominently display on the department's Internet website a dashboard that clearly communicates to the public the transportation system strategies, goals and measurable targets, and other related performance measures, as well as the department's progress, including trends over

time, in meeting the strategies, goals and targets, and other related performance measures. TxDOT must also semiannually publish on its website a project schedule and budget report on all highway construction projects by district that have been completed.

In addition, TxDOT must conduct an analysis on the effect of funding allocations made in the Unified Transportation Program (UTP) and project selection decisions on accomplishing goals described in the statewide transportation plan and provide this analysis and the department's methodology to metropolitan planning organizations (MPOs), the public, and members of the Texas Transportation Commission (TTC), and publish the information on the TxDOT website.

Report On Completed Projects, Public Involvement, Project Portfolios

TxDOT must semiannually publish website a report on all highway construction projects, listed by department district, that have been completed. The commission must adopt a policy explaining the department's approach to public involvement and transparency related to the UTP. TxDOT is also required to make a report on any change to the UTP available on the department's website and provide the report to the commission in a public meeting. The bill requires TxDOT to develop performance measures for each TxDOT district's project portfolio, track and report district performance, and review and evaluate project development activities in each district's project portfolio. A review of each project in the district is required and, when appropriate, input from key stakeholders such as local government sponsors or MPOs.

Hearings are required for projects that substantially change the layout or function of a connecting roadway or an existing facility, including the addition of managed lanes, high-occupancy vehicle lanes, bicycle lanes, bus lanes, and transit lanes.

Metropolitan Planning Organizations

The Transportation Commission is required to adopt rules governing:

- the alignment of TxDOT's funding forecasts with funding forecasts of MPOs including the funding forecasts used for long-term planning and the ten-year transportation plan
- the alignment of statewide project recommendation criteria developed by TxDOT with the project recommendation criteria of MPOs
- TxDOT's timelines and review process for the ten-year transportation plan
- processes for allowing MPOs access to TxDOT's information systems, software, and technical assistance
- processes for collaborating with MPOs to evaluate data needed to develop a performance-based planning and project selection system

Rules must take into consideration a MPO's other federal deadlines and requirements.

Road Designations

In addition to road designations throughout the state, the portion of State Highway 360 from the municipal limits of Mansfield in Tarrant County to its intersection with East Sublett Road/West Camp Wisdom Road in Tarrant County is designated as the Rosa Parks Memorial Parkway. The portion of State Highway 360 from its intersection with U.S. Highway 287 in Ellis County to the municipal limits of Mansfield in Tarrant County is designated as the Senator Chris Harris Memorial Highway.

Toll Payments

The bill exempts emergency vehicles from paying a toll. TxDOT can send toll invoices by mail and electronically. Requirements of paying tolls are outlined in the bill with the related offenses if not paid.

Limitation on Toll Facility Designation; Conversion of Nontolled State Highway

If a nontolled state highway or a segment of a nontolled state highway was open to traffic as a high-occupancy vehicle lane on May 1, 2005, TxDOT may not operate it as a toll project, and may not transfer a highway or segment to another entity for operation as a toll project.

In determining the number of nontolled lanes, the department may only consider a general-purpose lane that is part of the highway and may not consider a lane of a frontage road to be a nontolled lane before or after reconstruction of the highway.

Repayment of Money Contributed by Department

A toll project entity must repay TxDOT any money that was contributed by TxDOT as participation in the cost of the entity's toll projects, including money from the state highway fund, the Texas Mobility Fund, or other sources available to the department. Funds would be used for transportation projects located in that TxDOT district. If a transportation project that was the subject of repayment of department contributions is located in more than one department district, the department may reasonably allocate the repayments from that project between the districts where the project is located. A toll project entity is not required to repay funds held in a subaccount created under Section 228.012 (Project Subaccounts) or funds contributed by the department for a project if a toll project entity commenced the environmental review process for the project on or before January 1, 2014.

Finally, the bill makes changes to Transportation Code related to the aircraft fleet operated by TxDOT.

The bill takes effect September 1, 2017.

SB 402 (Zaffirini) Relating to notice provided to persons with disabilities regarding the eligibility of persons with disabilities to use certain public transportation services.

SB 402 amends current law relating to notice provided to persons with disabilities regarding the eligibility of persons with disabilities to use certain public transportation services.

The bill requires public transportation providers to notify a person eligible to use the provider's paratransit services and that the person is also eligible to use the services of another provider.

The bill will take effect September 1, 2017.

SB 840 (Zaffirini) relating to certain images captured by an unmanned aircraft.

SB 840 amends Government Code by allowing or removing certain images that are lawful to capture with an unmanned aircraft.

Images captured by telecommunications provider for maintaining telecommunications facilities or inspecting telecommunications facilities, assessing vegetation growth for telecommunications easements or for routing and siting for providing telecommunications service are added to the list of lawful images taken by an unmanned aircraft.

The bill removes the capturing of an image of real property or a person on real property that is within 25 miles of the United States border as a lawful use of an unmanned aircraft. However, property or a person on property that is within 25 miles of the United States border for the sole purpose of ensuring border security is added to the use of lawful images.

Finally, another addition to lawful images is if the image is captured by an employee of an insurance company in connection with the underwriting of an insurance policy, or the rating or adjusting of an insurance claim and the operator of the unmanned aircraft is authorized by the Federal Aviation Administration to conduct operations within the airspace from which the image is captured.

This act takes effect September 1, 2017.

SB 975 (Birdwell) Relating to the security of high-speed rail operated by a private entity.

SB 975 creates a new subchapter in Transportation Code to govern security for high-speed rail operated by a private entity.

A private operator of a passenger rail service is required to implement all security requirements of the federal Transportation Security Administration (TSA) or its successor agency, in the manner required by law for intercity passenger railroads. The operator must conduct periodic risk-based threat and vulnerability assessments and, in consultation with TSA, implement appropriate security measures based on results of the assessments. The high-speed rail operator must also collect and investigate security threat reports submitted by members of the public. An operator would require employees who were managers or supervisors and whose position included emergency management responsibilities to complete emergency management training under the Texas Disaster Act of 1975.

A high-speed rail operator is required to coordinate security activities and investigations with federal, state, and local law enforcement agencies, including communication about credible threats, major events, and vulnerable places along the rail line or on a train. The operator also would have to communicate, as appropriate, with the state Emergency Management Council and the Texas Division of Emergency Management.

The services of a peace officer employed by the state or a political subdivision could not be used unless the high-speed rail operator compensated the state or political subdivision for the officer's time. DPS would be required to administer and enforce the provisions of the bill and could adopt rules that were consistent with applicable federal rules, regulations, and standards as necessary to do so. DPS would have the same regulatory authority over railroads granted to the Texas Department of Transportation under state law.

The bill takes effect September 1, 2017.

SB 977 (Schwertner) Relating to the use of state money for high-speed rail operated by a private entity.

SB 977 prohibits the Legislature from appropriating money and a state agency from accepting or using state money to pay for a cost of planning, facility construction or maintenance, or security for, promotion of, or operations of high-speed rail operated by a private entity, except as required under federal or other state law.

A state agency is required to prepare a semiannual report of each expense described above and submit a copy to the Texas Transportation Commission, the comptroller, legislative committees with appropriate jurisdiction, the House speaker, the lieutenant governor, and the governor. The bill would not preclude or limit the execution of the Texas Department of Transportation's responsibilities under federal or state law.

The bill takes effect September 1, 2017.

SB 1004 (Hancock) Relating to the deployment of network nodes in public right-of-way; authorizing fees.

The bill allows wireless network companies to place network nodes in the public right-of-way (ROW) and would provide rules, regulations, and fee structures to reimburse cities for use of the ROW. Municipalities would retain authority to manage the public ROW to ensure the health, safety, and welfare of the public, and would receive compensation installing network nodes on poles.

Definitions

The bill provides definitions for the following terms: antenna, applicable codes, collocate, collocation, decorative pole, design district, historic district, law, macro tower, micro network node, municipally owned pole, municipal park, network node, network provider, permit, pole, private easement, public ROW, public ROW rate, service pole, transport facility, utility pole, wireless service, and wireless service provider.

Limitation on Size of Network Nodes

The bill limits the size and placement of network nodes. Equipment attached to a utility pole would have to be installed in accordance with the National Electric Safety Code, subject to applicable codes, and the utility pole owner's construction standards.

Exclusive Use Prohibited

A municipality may not enter into an exclusive arrangement with any person for use of the public ROW for the construction, operation, marketing, or maintenance of network nodes or node support poles.

Annual Public ROW Rate and Adjustment

A rate for use of the public ROW could not exceed an annual amount equal to \$250 per network node installed in the public ROW in the city limits. The municipality could charge a network provider a lower fee if the lower fee was nondiscriminatory, related to the use of the public ROW, and not a prohibited gift of the public property. A municipality also could adjust the fee once annually by half the annual change to the consumer price index.

Use of Public ROW and Applicable Rate

A network provider that wants to connect a network node to the network using the public ROW may install its own transport facilities or obtain transport service from a person that is paying municipal fees to occupy the public ROW that are the equivalent of not less than \$28 per node per month.

Collocation of Network Nodes on Service Poles

A municipality shall allow collocation of network nodes on service poles on nondiscriminatory terms and conditions and at a rate not greater than \$20 per year per service pole.

Prohibition on Other Compensation

A municipality may not require a network provider to pay any compensation other than the compensation authorized by this chapter for the right to use a public ROW for network nodes, node support poles, or transport facilities for network nodes.

Right of Access to Public ROW

Subject to the approval of a permit application if required, a network provider could, without need for a special use permit or similar zoning review and not subject to further land use approval, do the following in the public ROW:

- construct, modify, maintain, operate, relocate, and remove a network node or node support pole
- modify or replace a utility pole or node support pole
- collocate on a pole, subject to an agreement with the municipality

General Construction and Maintenance Requirements

A network provider must construct and maintain network nodes and support poles that do not:

- obstruct, impede, or hinder the usual travel or public safety on a public ROW
- obstruct the legal use of a public ROW by other utility providers
- violate nondiscriminatory applicable codes
- violate or conflict with the municipality's publicly disclosed public ROW design specifications
- violate the federal Americans with Disabilities Act of 1990

General Limitation on Placement of Poles

A network provider must ensure that each new, modified, or replacement utility pole or node support pole installed in a public ROW in relation to which the network provider received approval of a permit application does not exceed the lesser of 10 feet in height above the tallest existing utility pole located within 500 linear feet of the new pole in the same public ROW, or 55 feet above ground level.

Installation in Municipal Parks and Residential Areas

A network provider could not install a new node support pole in a public ROW in a municipal park or adjacent to certain streets in or around residential areas without the municipality's written consent.

Installation in Historic or Design Districts

In a historic district or design district, the network provider would have to obtain advance approval from a municipality before collocating new network nodes or installing new node support poles. A municipality may also request that the provider comply with the design and aesthetic standards of district or use camouflage measures.

Compliance with Undergrounding Requirement

A network provider must comply with nondiscriminatory undergrounding requirements, including municipal ordinances, zoning regulations, state law, private deed restrictions, and other public or private restrictions that prohibit installing aboveground structures in a public ROW without first obtaining zoning or land use approval.

Design Manual

A municipality may adopt a design manual for the installation and construction of network nodes and new node support poles in the public ROW that includes additional installation and construction details and the network provider must comply with a design manual.

Exceptions

A network provider may construct, modify, or maintain in a public ROW a network node or node support pole that exceeds the height or distance limitations prescribed by this chapter only if the municipality approves the construction, modification, or maintenance subject to all applicable zoning or land use regulations and applicable codes.

Discrimination Prohibited

A municipality, in the exercise of the municipality's administrative and regulatory authority related to the management of and access to the public ROW, must be competitively neutral with regard to other users of the public ROW.

Applications and Permit Review Process

Except as provided in the bill, a municipality could not prohibit, regulate, or charge for the installation or collocation of network nodes in a public ROW.

No later than the 30th day after the date the municipality receives an application for a permit for a network node or node support pole, or the 10th day after the date the municipality receives an application for a permit for a transport facility, the municipality shall determine whether the application is complete and notify the applicant of that determination. If the municipality determines that the application is not complete, the municipality shall specifically identify the missing information.

A municipality shall approve an application that does not require zoning or land use approval under this chapter unless the application or the corresponding work to be performed under the permit does not comply with the municipality's applicable codes or other municipal rules, regulations, or other law that is consistent with this chapter.

The municipality would be required to approve or deny an application for a node support pole within 150 days after receiving the application, an application for a network node within 60 days, and a transport facility within 21 days. An application would be deemed approved if it was not approved or denied before the applicable date.

Application Fees

A municipality could charge an application fee for a permit only if the municipality required a fee for similar types of commercial development. The application fee could not exceed the lesser of the municipality's processing costs, or \$500 per application covering up to five network nodes, \$250 for each additional network node per application, and \$1,000 per application for each pole. A fee, application, or permit could not be required for certain work outlined in the bill, including routine maintenance that did not require excavation or closing of sidewalks or vehicular lanes in a public ROW. A municipality could require advance notice for certain types of work.

Certain Work Exempted

A municipality may not require a network provider to submit an application, obtain a permit, or pay a rate for routine maintenance that does not require excavation or closing of sidewalks or vehicular lanes in a public ROW; replacing or upgrading a network node or pole with a node or pole that is substantially similar in size or smaller and that does not require excavation or closing of sidewalks or vehicular lanes in a public ROW; or the installation, placement, maintenance, operation, or replacement of micro network nodes that are strung on cables between existing poles or node support poles, in compliance with the National Electrical Safety Code.

Use of Municipally Owned Utility Poles

The governing body of a municipally owned utility shall allow collocation of network nodes on municipally owned utility poles on nondiscriminatory terms and conditions and pursuant to a negotiated pole attachment agreement, including any applicable permitting requirements of the municipally owned utility.

Local Police-Power-Based Regulations

Subject to this chapter and applicable federal and state law, a municipality may continue to exercise zoning, land use, planning, and permitting authority in the municipality's boundaries, including with respect to utility poles. A municipality may exercise that authority to impose police-power-based regulations for the management of the public ROW that apply to all persons subject to the municipality. A municipality may impose police-power-based regulations in the management of the activities of network providers in the public ROW only to the extent that the regulations are reasonably necessary to protect the health, safety, and welfare of the public.

Effective Date

The bill would take effect September 1, 2017.

The rates, terms, and conditions of agreements and ordinances entered into or enacted before the effective date would apply to all network nodes installed and operational before that date. For rates, terms, agreements, or ordinances affected by the bill that did not comply with the requirements of the bill, a municipality would be required to amend the agreement or ordinance to comply, and those amendments would take effect six months after the effective date. The rates, terms, agreements, or ordinances affected by the bill enacted on or after the effective date would be required to comply with the bill's requirements.

SB 1102 (Creighton) Relating to weight limitations for natural gas motor vehicles.

SB 1102 revises vehicle weight limits for vehicles powered by natural gas.

The Transportation Code is amended to authorize a vehicle that is powered by an engine fueled primarily by natural gas may exceed any weight limitation by an amount that is equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system, if the maximum gross weight of the vehicle or combination of vehicles may not exceed 82,000 pounds.

The bill is effective immediately.

SB 1120 (Zaffirini) Relating to the prohibition of local motor fuel taxes on compressed natural gas and liquefied natural gas.

SB 1120 extends the prohibition by political subdivision of local motor fuel taxes to the sale, use, or distribution of liquefied natural gas and compressed natural gas.

The bill amends the Tax Code to include any excise or occupation tax imposed by a political subdivision of the state on the sale, use, or distribution of compressed natural gas or liquefied natural gas among the taxes that state motor fuel taxes are imposed.

The bill is effective immediately.

SB 1305 (Nichols) Relating to the abolishment of the transportation infrastructure fund and the grant program using money from the fund.

SB 1305 repeals Transportation Code provisions relating to a county energy transportation reinvestment zone and its advisory board and the related grant program.

Chapter 222 of the Transportation Code relating to the authority of counties to create county energy transportation reinvestment zones (CETRZ) is repealed. The bill amends Chapter 256, Transportation Code, to remove the requirement for a county to designate a CETRZ to participate in the Transportation Infrastructure Fund grant program from counties.

The bill takes effect December 31, 2017.

SB 1522 (Nichols) relating to the composition of the aviation advisory committee.

SB 1522 amends Transportation Code to remove the specification that the aviation advisory committee has six members and instead requires the Texas Transportation Commission to determine the number of members of the committee by rule.

The bill replaces the requirement for a committee member to have five years of successful experience as an aircraft pilot, an aircraft facilities manager, or a fixed-base operator with a requirement for a majority of the committee members to have five years of such experience. The bill requires the commission to adopt the required rules not later than September 1, 2018.

The bill is effective immediately.

SB 1523 (Nichols) Relating to the creation of the state safety oversight program for rail fixed guideway public transportation systems.

SB 1523 amends current law relating to the creation of the state safety oversight program for rail fixed guideway public transportation systems and amends the Transportation Code to designate TxDOT as the agency responsible for implementing a state safety oversight program that satisfies the requirements of applicable federal law.

State Safety Oversight Requirements and Prohibitions

The bill requires TxDOT, unless waived under that law, to be financially and legally independent from any rail fixed guideway public transportation system under the oversight of TxDOT and prohibits TxDOT from employing an individual who is also employed by a rail fixed guideway public transportation system under the oversight of TxDOT. The bill prohibits TxDOT from directly providing public transportation services in an area with a rail fixed guideway public transportation system under the oversight of TxDOT and prohibits a public transportation entity from providing funds to TxDOT.

Oversight and Enforcement

The bill requires TxDOT to oversee all safety aspects of rail fixed guideway public transportation systems in accordance with federal law, including the development, implementation, and application of the public transportation agency safety plan.

The bill requires TxDOT to enforce federal and state laws on rail fixed guideway public transportation safety, review, revise, approve, oversee, and enforce the public transportation agency safety plan required under federal law, including the implementation by a rail fixed guideway public transportation system of the system's plan; investigate and enforce the safety of rail fixed guideway public transportation systems; and coordinate all enforcement responsibilities with other governmental entities as needed.

Staffing and Training

TxDOT must also set staffing levels and training for the state safety oversight program. TxDOT will audit the compliance of the rail fixed guideway public transportation system as required by federal law and provide an annual status report. TxDOT may enter into an agreement with a contractor to carry out duties under the state safety oversight program.

The bill is effective immediately.

SB 1524 (Nichols) Relating to the movement of certain vehicles transporting an intermodal shipping container.

SB 1524 amends the Transportation Code to authorize the Texas Department of Motor Vehicles (TxDMV) to issue an annual permit authorizing the movement of a sealed intermodal shipping container moving in international transportation not more than 30 miles from an applicable port of entry.

Permit Issuance

The bill sets out the conditions under which such an intermodal shipping container permit may be issued and prohibits the governing body of a municipality from regulating the movement and operation on a state highway or county or municipal road of a combination of vehicles operating under the permit because of weight. A truck-tractor and semitrailer combination with specified configurations must have

six total axles with a maximum gross weight of 93,000 pounds or by a truck-tractor and semitrailer combination with specified configurations that has seven total axles with a maximum gross weight of 100,000 pounds, each of which are equipped with a roll stability support safety system and truck blind spot systems.

County and Municipality Designations

A permit applicant must designate each county and municipality where the permit will be used. A permit is not valid in a county or municipality that is not designated in the permit application. The bill requires an application for such a permit to be accompanied by a \$5,000 permit fee of which 60 percent must be deposited to the credit of the State Highway Fund, 35 percent must be equally divided among and distributed to each county designated in the permit application, and five percent must be equally divided among and distributed to each municipality designated in the permit application.

Permit Fee

The bill requires the comptroller of public accounts, at least once each fiscal year, to send the amount due to each county to the county treasurer or office for deposit to the credit of the county road and bridge fund. The bill requires the comptroller, at least once each fiscal year, to send the amount due to each municipality to the office performing the function of treasurer for the municipality. The bill restricts the use of such funds received by a municipality to fund commercial motor vehicle enforcement programs or road or bridge maintenance or infrastructure projects.

Route Restrictions

An intermodal shipping container permit does not authorize the operation of a truck-tractor and semitrailer combination on the national system of interstate and defense highways or load-restricted roads or bridges, including a road or bridge for which a maximum weight and load limit has been established and posted by either TxDOT or a county commissioners court under other law. The bill establishes that a permit authorizes the operation of truck-tractor and semitrailer combination only on highways and roads approved by TxDOT.

Permit Conditions

The transportation of a sealed intermodal shipping container can only begin or end at a port of entry that is located in a county contiguous to the Gulf of Mexico. The bill prohibits such transportation from exceeding 30 miles from the port of entry. The bill requires the intermodal shipping container to be continuously sealed from the point of origin to the point of destination and does not authorize the transportation of a hazardous material.

Offense and Study

The bill creates a Class C misdemeanor offense for a person who fails to display the permit sticker in the manner required, carry the permit as required, or carry or present the required weight record. TxDOT will conduct a study concerning vehicles operating under a permit issued and publish the results of the study.

The bill takes effect on January 1, 2018.

SB 1731 (Birdwell) Relating to the repeal of laws governing certain state entities and a state compact, including the functions of those entities.

SB 1731 amends various statutes to abolish certain state advisory committees and other entities, including the Texas Emissions Reduction Plan (TERP).

Extension of Programs

The bill extends TERP, currently set to expire on August 31, 2019, to the end of the biennium in which Texas attains the national ambient air quality standards for ground-level ozone. The Clean School Bus program, the New Technology Implementation Grant program, the Texas Clean Fleet program, and the Texas Natural Gas Vehicle Grant program would each be extended from August 31, 2019, to the end of the biennium in which Texas attains the national ambient air quality standards for ground-level ozone.

Light-Duty Motor Vehicle Purchase or Lease Incentive Program

TCEQ must develop a purchase or lease incentive program for new light-duty motor vehicles and shall adopt rules necessary to implement the program; this program expired on August 31, 2015. The program shall authorize statewide incentives for the purchase or lease of new light-duty motor vehicles powered by compressed natural gas, liquefied petroleum gas, or hydrogen fuel cell or other electric drives for a purchaser or lessee who agrees to register and operate the vehicle in this state for a minimum period of time to be established by TCEQ. The bill outlines the requirements for the program.

Clean Transportation Triangle and Alternative Fueling Facilities

The bill would combine the Alternative Fueling Facilities program and the Clean Transportation Triangle program into one program under the AFF program name; the combined program would be extended from August 31, 2018, to the end of the biennium in which Texas attains the national ambient air quality standards for ground-level ozone. The eligibility for a grant, requirements for a grant application and distribution process are outlined in the bill.

Governmental Alternative Fuel Fleet Grant Program

In addition, the bill creates the Governmental Alternative Fuel Fleet Grant program. This program provides grants to an eligible state agency, county, municipality, or political subdivision in purchasing or leasing new motor vehicles that operate primarily on compressed natural gas, liquefied natural gas, liquefied petroleum gas, hydrogen fuel cells, or electricity, including fully electric motor vehicles or plug-in hybrid electric vehicles.

SB 1732 (Birdwell) Relating to the designation of the portion of Interstate Highway 35W in Johnson County as the Clifton Taylor Memorial Highway.

SB 1732 designates a portion of Interstate Highway 35W in Johnson County between its intersection with U.S. Highway 67 and East Hidden Creek Parkway as the Deputy Clifton Taylor Memorial Highway.

The bill takes effect September 1, 2017.

SB 1877 (Perry) Relating to sending notice of proposed contracts for highway projects by e-mail.

SB 1877 amends the Transportation Code to authorize TxDOT to send notification of proposed highway contracts electronically by email.

The bill is effective immediately.

SB 2075 (Rodriguez) Relating to vehicle registration.

SB 2075 updates certain processes relating to motor vehicle registration.

Registration Changes

The bill repeals Transportation Code provisions relating to the designation of a registration period by a person who owns more than one motor vehicle or trailer. The \$10 annual extended commercial fleet vehicle registration fee is changed to a one-time fee. The fee is to be deposited to the Texas Department of Motor Vehicles Fund (currently deposited to the State Highway Fund).

The bill removes provisions establishing procedures for registering a vehicle if the county in which the owner resides is declared a disaster area. The bill establishes that a receipt for the renewed registration of a vehicle generated by an online registration system approved by the DMV is proof of the vehicle's registration until the 31st day after the date of renewal on the receipt. The DMV is authorized to carry out the International Registration Plan or other vehicle registration agreement with an authorized officer of another jurisdiction to require an applicant to register under the federal unified carrier registration system.

License Plates and Fees

The classification of license plates issued to certain farm vehicles, water well drilling machinery and construction machinery, and oil well servicing and drilling machinery are changed. The bill clarifies that a commercial farm motor vehicle registration may not be issued or renewed unless the vehicle's owner provides a registration number issued by the comptroller. The day a county assessor-collector is required to credit certain amounts to the county road and bridge fund is changed from each Monday to each Tuesday.

The bill takes effect September 1, 2017.

SB 2076 (Rodriguez) Relating to the titling of motor vehicles.

SB 2076 reorganizes and amends vehicle identification number (VIN) inspection requirements, VIN inspection processes, and title requirements. The bill also brings language regarding odometer disclosures in line with federal regulation terminology.

In addition, no later than December 31, 2018, the Department of Public Safety and the Texas Department of Motor Vehicles must conduct a study on the efficiency and necessity of the titling, including actions related to titling such as registration, and inspection of vehicles in this state. The DPS and DMV must also submit a report to the legislature on the results of the study that includes identification of any elements of the vehicle titling, including actions related to titling such as registration, and inspection programs that can be eliminated and recommendations for legislation to eliminate those elements.

The bill takes effect September 1, 2017.

SB 2205 (Hancock) Relating to the research and testing of motor vehicles with automated driving systems on highways in this state.

SB 2205 provides statewide regulations for automated vehicles.

An automated motor vehicle is allowed to operate on highways in Texas, with or without a human operator, provided that the vehicle was capable of operating in compliance with traffic laws, equipped with a recording device that may record velocity, location data, steering or brake performance, compliant with federal law and federal motor vehicle safety standards, registered and titled in accordance with Texas law, and covered by liability insurance or otherwise self-insured in accordance with existing Texas law.

A political subdivision is prohibited from imposing a franchise or other regulation relating to the operation of an automated vehicle or system. Additionally, the bill would provide that automated vehicles and driving systems capable of operating without a human driver would be governed exclusively by the provisions created in the bill, aside from specific exceptions, such as insurance and accident-related duties.

When an automated driving system is engaged, the automated driving system is considered to be licensed to operate the vehicle and the owner of the automated driving system is considered the operator for the purpose of compliance with motor vehicle laws.

The bill would take effect September 1, 2017, and would apply only to certain autonomous vehicles capable of performing the entire dynamic driving task.

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TEXpress Lanes Education Campaign

Online Toolkit for Elected Officials and Partner Agencies

Thank you for visiting the TEXpress Lanes Education Campaign Online Toolkit. The purpose of this page is to provide all of the campaign's resources in one place for easy downloading and use. The information changes periodically, so a date modified is also provided so you can make sure to use the most updated information. Should you need additional information or have a question about the materials, please contact **Amanda Wilson** at awilson@nctcog.org or **(817) 695-9284**.

Campaign Resources

PowerPoint Presentation* – Last Modified: March 13, 2017 | Verified Accurate: May 12, 2017

Description: A presentation consisting of approximately 20 slides. Topics covered: DFW regional growth, DFW congestion levels, funding challenges, leveraging power of TEXpress Lanes, how TEXpress Lanes work, TEXpress Lanes usage facts, system map, TEXpress Lanes provide options, congestion reduction benefits, other benefits.

Audience: Elected Officials, Business Community, General Public

**Note: Please use with script provided.*

Download- [PPT](#), 15 MB

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White Paper – Last Modified: April 10, 2017 | Verified Accurate: May 12, 2017

Description: A two-page white paper designed for elected officials and stakeholder audiences that details funding challenges, why TEXpress Lanes have been used, system map, congestion improvement and other benefits.

Audience: Elected Officials, Business Community

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Pocket Card** – Last Modified: January 27, 2017 | Verified Accurate: May 12, 2017

Description: Pocket-sized guide designed as a leave-behind with elected officials and stakeholder audiences that contains a highlight of campaign information in a graphic format.

Audience: Elected Officials, Business Community

***Note: Printed copies are available from NCTCOG. Please email awilson@nctcog.org and provide one week for delivery.*

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Talking Points – Last Modified: September 22, 2016 | Verified Accurate: May 12, 2017



Description: A set of eight talking points developed by communications staffs at the transportation partner agencies. This information is the basis for all campaign elements.

Audience: Elected Officials, Business Community, General Public

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Social Media Messages/Images – Last Modified: March 29, 2017 | Verified Accurate: May 12, 2017

Description: A set of template social media messages, many with suggested accompanying graphics, for Facebook and Twitter. These are based off of the talking points and appropriate for all audiences and requested to be shared by partners.

Audience: General Public

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Fact Sheet – Last Modified: May 12, 2017 | Verified Accurate: May 12, 2017

Description: A two-page fact sheet in question-and-answer format developed for the general public. Topics covered include funding challenges, roadway ownership, facts about TEXpress Lanes, congestion improvements and other benefits.

Audience: General Public

Download [PDF](#)

Testimonial Videos – Last Modified: February 1, 2017 | Verified Accurate: May 12, 2017

Description: A series of short videos of real-life TEXpress Lane users. Videos can be downloaded or linked via YouTube. These videos can supplement the presentation or be used on social media. We would like to encourage more testimonial videos, so please mention that when sharing.

Audience: General Public

Kay B. – Commuter, grandmother, likes the stress-free travel and the design of the TEXpress Lanes
YouTube [Link](#)
Download Video [Link](#)

Shannon B. – Commuter, Traveler, saves time daily, saves time to the airport
YouTube [Link](#)
Download Video [Link](#)

Stephen A. – Frequent user of multiple TEXpress Lanes corridor, likes travel time savings during rush hour, benefits outweigh the cost
YouTube [Link](#)
Download Video [Link](#)

Educational Video – Last Modified: May 12, 2017 | Verified Accurate May 12, 2017

Description: A mom is driving her two kids to evening events and is worried about being late. She is hesitant to try the TEXpress Lanes because they're new. Her tech-savvy kids help walk her through how to decide to use TEXpress Lanes, how to read the signs, and how easy payment is.

Audience: General Public

YouTube [Link](#)

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MINUTES**Regional Transportation Council
PUBLIC MEETINGS*****FY 2018 and FY 2019 Unified Planning Work Program (UPWP)******2017-2018 CMAQ/STBG Funding: Transit Program******Public Transportation Agency Programs of Projects*****Meeting Dates and Locations**

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

1. Tuesday, June 13, 2017 – 6:00 pm – Meadows Conference Center (Dallas); attendance: 6; moderated by Dan Lamers, Senior Program Manager
2. Wednesday, June 14, 2017 – 2:30 pm – North Central Texas Council of Governments (Arlington); attendance: 15; moderated by Michael Morris, Director of Transportation
3. Tuesday, June 20, 2017 – 6:00 pm – Hurst Public Library (Hurst); attendance: 6; moderated by Dan Kessler, Assistant Director of Transportation

Public Meeting Purpose and Topics

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

1. FY 2018 and FY 2019 Unified Planning Work Program (UPWP) – presented by Vickie Alexander (Dallas); Dan Kessler (Arlington and Hurst)
2. 2017-2018 CMAQ/STBG Funding: Transit Program – presented by Adam Beckom (Dallas and Hurst); Christie Gotti (Arlington)
3. Public Transportation Agency Programs of Projects – presented by Leah Brown

The NCTCOG public meetings were held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meetings are available at www.nctcog.org/input, and a video recording of the public meeting held in Arlington June 14, 2017, was posted at www.nctcog.org/video.

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

Summary of Presentations

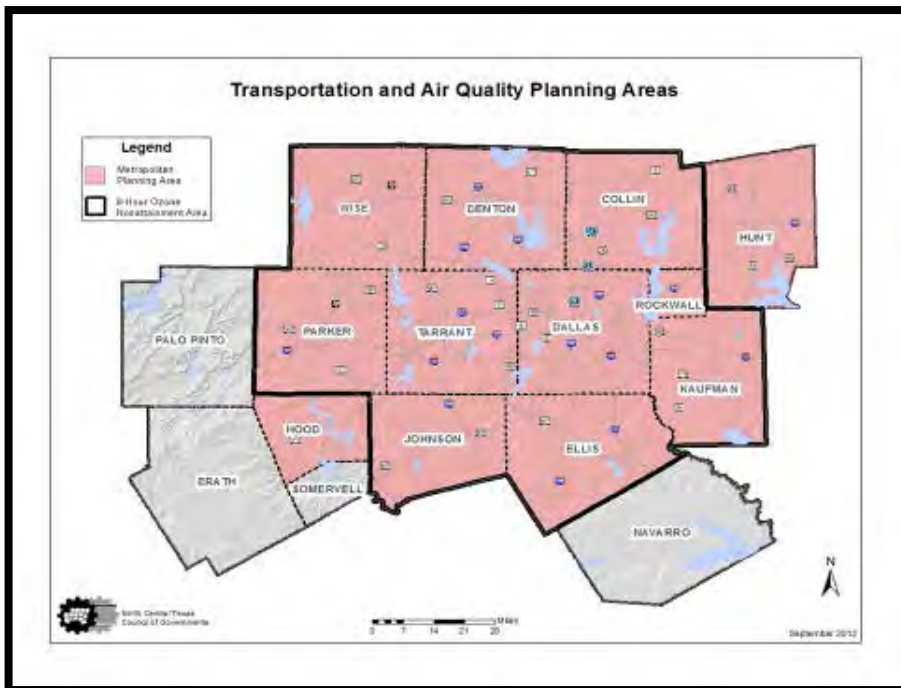
A. FY 2018 and FY 2019 Unified Planning Work Program (UPWP) Draft Recommendations

- What is a Unified Planning Work Program?

Unified Planning Work Program for Regional Transportation Planning

- Required by Fixing America's Surface Transportation (FAST) Act
- Summarizes Annual MPO Funding
- Addresses Regional and Local Issues
- Inventories Planning and Programming Activities
- Allocates Available Funds to Specific Tasks

- Air Quality Planning Area



- Unified Planning Work Program Format

Unified Planning Work Program

Task 1 – Administration and Management

Task 2 – Transportation Data Development and Maintenance

Task 3 – Short-Range Planning and Programming, and Air Quality and Transit Operations

Task 4 – Metropolitan Transportation Plan

Task 5 – Special Studies and System Operations

Implemented through:

- 28 Subtasks
- 150-200 Programs and Projects

Funded through:

- 20 Revenue Sources
- 141 Grants

- FY 2018 and FY 2019 Major Planning Initiatives

FY2018 and FY2019 Major Planning Initiatives

- ▶ Mobility 2045
- ▶ Air Quality Conformity
- ▶ 2019-2022 Transportation Improvement Program
- ▶ Survey Data Analysis/Travel Model Enhancement
- ▶ Automated Vehicle Technology
- ▶ Freight Planning
- ▶ High Speed Rail
- ▶ Performance Measures Development
- ▶ Harry Hines Boulevard Corridor Study
- ▶ MATA M-line Extension

- CMAQ/STBG Funding Programs

CMAQ/STBG* Funding Programs

- ▶ The Programs include:
 - ▶ Federal/Local Funding Exchanges
 - ▶ Automated Vehicle Program
 - ▶ Strategic Partnerships
 - ▶ **Planning and Other Studies**
 - ▶ 10 Year Plan/Proposition 1 Adjustments
 - ▶ Sustainable Development Phase 4; Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
 - ▶ Transit Program
 - ▶ Assessment Policy Program(s)/Project(s)
 - ▶ Local Bond Program Partnerships
 - ▶ Safety, Innovative Construction, and Emergency Projects
 - ▶ Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

* Congestion Mitigation and Air Quality Improvement Program/ Surface Transportation Block Grant

- Planning and Other Studies Portion of CMAQ/STBG Funding Program

Planning and Other Studies Portion of CMAQ/STBG Funding Program

Description/ Purpose	Provide funding for planning and feasibility studies to examine future project scenarios.
Current Requests	<ul style="list-style-type: none"> • Medical District/Harry Hines Study (Dallas) • M-Line Extension to Knox Street Study (Dallas)
Next Steps	Approval with the UPWP action by RTC, in July 2017, to administratively amend the TIP/STIP.

- CMAQ/STBG Funding Program: Proposed Planning and Other Studies

CMAQ/STBG Funding Program: *DRAFT*
Proposed Planning and Other Studies

Project Name	Fiscal Year	Federal Funding Source	Match to Federal Funds	Total Federal Amount
Harry Hines Corridor Conceptual Study and Preliminary Design	2019	STBG	Local Funds	\$1,000,000
McKinney Avenue Transit Authority M-Line Extension to Knox Street Feasibility Study	2018	STBG	Local Funds/ Transportation Development Credits (TDCs) ¹	\$1,000,000
High Speed Rail Core Express ²	2018	STBG	TDCs ³	\$2,000,000
TOTAL				\$4,000,000

1: The City of Dallas may wish to use TDCs being allocated to the City through the MTP Policy Bundle effort.
 2: In addition to the \$3,000,000 previously funded for a total of \$5,000,000
 3: Regional TDCs

- Unified Planning Work Program FY 2018 and FY 2019 Funding Summary

**Unified Planning Work Program
 FY2018 and FY2019 Funding Summary**

FY2018 and FY2019 US FTA (Sec. 5303)	\$ 5,596,327
FY2018 and FY2019 US FHWA (Estimated PL)	\$14,910,150
FY2017 US FHWA (Estimated PL-Carryover)	<u>\$ 5,981,498</u>
Total Transportation Planning Funds	\$26,487,975
Anticipated Expenditures	\$22,664,000
PL Balance to Carry Over to FY2020	\$ 3,823,975

- Unified Planning Work Program Development Schedule

Unified Planning Work Program Development Schedule

DATE	UPWP DEVELOPMENT
February 10	Initiation of Requests for NCTCOG Assistance
February 17	STTC Notification of UPWP Development
March 9	RTC Notification of UPWP Development
March 13, 15 & 20	Public Meetings on UPWP Development
March 24	Project Submittals for NCTCOG Assistance Due
May 26	Draft Document Provided to STTC for information
June 1	Draft Document Due to TxDOT
June 8	Draft Document Provided to RTC for Information
June 13, 14 & 20	Public Meetings on Draft Document
June 23	STTC Action on Recommended UPWP
July 13	RTC Action on Recommended UPWP
July 27	Executive Board Action on Recommended UPWP
August 1	Final Document Due to TxDOT

B. 2017-2018 CMAQ/STBG Funding: Transit Program

- Background on the Project Selection Process

BACKGROUND ON THE PROJECT SELECTION PROCESS

- On April 13, 2017 a process to select projects via several funding programs was presented to the Regional Transportation Council (RTC).
- The projects were categorized into approximately 11 programs based on similar goals.
- After coordination with partnering agencies, each program will go before the Surface Transportation Technical Committee (STTC) and RTC for action.
- Project selection is proposed to occur in stages throughout 2017 and possibly into early 2018.

2

- CMAQ/STBG Project Funding Programs

CMAQ/STBG¹ PROJECT FUNDING PROGRAMS

- The Programs include:
 - Federal/Local Funding Exchanges
 - Automated Vehicle Program
 - Strategic Partnerships
 - Planning and Other Studies
 - 10 Year Plan/Proposition 1 Adjustments
 - Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
 - **Transit Program**
 - Assessment Policy Program(s)/Project(s)
 - Local Bond Program Partnerships
 - Safety, Innovative Construction, and Emergency Projects
 - Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs

¹Congestion Mitigation and Air Quality Improvement Program (CMAQ)/ Surface Transportation Block Grant (STBG)

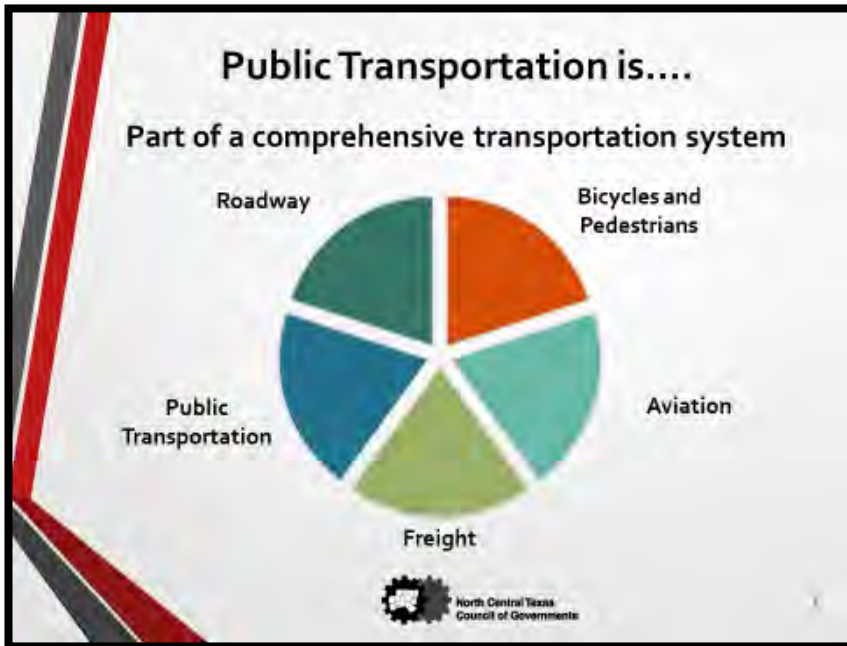
- CMAQ/STBG Funding Program: Transit Program

CMAQ/STBG FUNDING PROGRAM: TRANSIT PROGRAM

Description/ Purpose	To assist regional partners with innovative transit projects and provide alternative modes of transportation throughout the region.
Current Requests	<ul style="list-style-type: none"> • High-Intensity Bus Transit in the IH 30 and IH 35W Corridor • Cotton Belt Corridor • Carpenter Ranch Station- Irving
Next Steps	Anticipated for action in Summer or Fall 2017.

C. Public Transportation Agency Programs of Projects

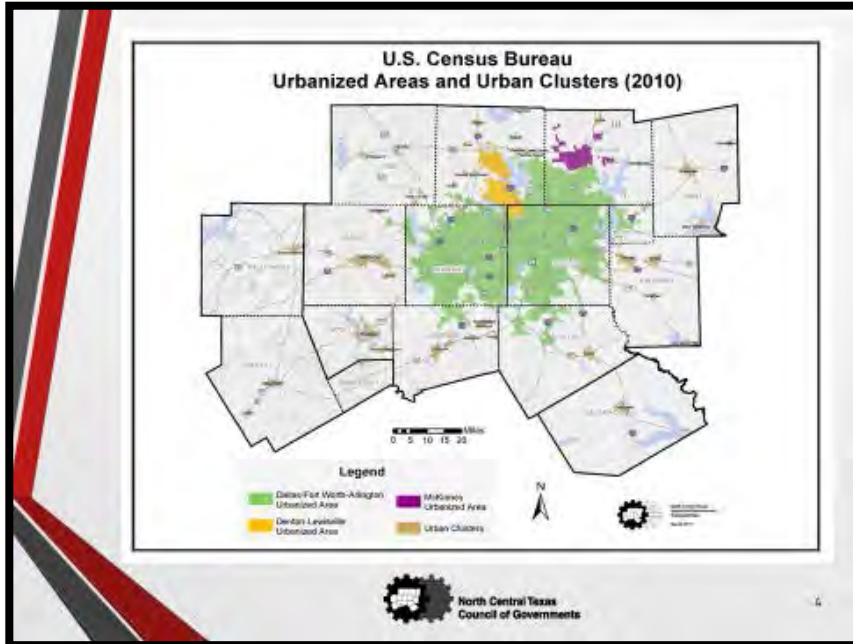
- Public Transportation is Part of a System



- Types of Public Transportation Service



- Urban Areas and Urban Clusters (2010)



- Federal Formula Funding Programs for Urban Areas

Federal Formula Funding Programs for Urban Areas

Section	Program	Purpose	Project Types
5307	Urbanized Area Formula (includes Job Access/Reverse Commute projects)	Serve general public including low income workers	Capital Operating Planning
5310	Enhanced Mobility of Seniors and Individuals with Disabilities	Serve needs of targeted populations	Capital Operating Planning
5337	State of Good Repair	Maintain rail services	Capital
5339	Bus and Bus Facilities	Maintain bus services	Capital

North Central Texas Council of Governments

- Awarding Federal Formula Funds in the Region

Awarding Federal Formula Funds in the Region

Region receives ~\$115M in Federal Transit Administration (FTA) formula funds annually through multiple partial apportionments (award cycles)

- 1st award cycle (January 2017) = \$65.5M
- 2nd award cycle (Summer 2017) = TBD

Two NCTCOG processes are used to award funds

- 2% set aside for a competitive Call for Projects (issued every 2 years)
- 98% available annually through Programs of Projects (POP) process




- Partial Fiscal Year 2017 Programs of Projects

Partial Fiscal Year 2017 Programs of Projects

The Programs of Projects (POP) describes how public transportation providers in the region will use FTA funds.

Partial FY 2017 Funds by Agency Type		\$65.5M
Transit Authorities	\$54.0M	
All Other Providers	\$11.5M	

Partial FY 2017 Funds by Project Type		\$65.5M
Preventive Maintenance	\$43.9M	
Vehicle Purchase	\$11.3M	
Operations	\$7.5M	
Other Capital Items	\$2.8M	



- Transportation Development Credits

Transportation Development Credits

Transportation Development Credits (TDCs) are a non-cash financing tool that eliminates the federal requirement for a local cash match

Can only be applied to capital projects (e.g., vehicle or equipment purchase, preventive maintenance, etc.)

The Regional Transportation Council (RTC) awards TDCs



11

- Investing in Public Transportation

Investing in Public Transportation

Reduces roadway congestion and improves air quality



Has a positive economic impact within communities



Provides access for people with mobility impairments



12

- Fort Worth Transportation Authority (FWTA) Transit System

Member Cities



- Fort Worth
- Blue Mound
- Grapevine (Partner)
- River Oaks (Partner)

Mission Statement

"We will provide quality public transportation to meet the mobility needs of our region."







 FORT WORTH TRANSPORTATION AUTHORITY12

- Core Services

Core Services

- Fixed route bus service
- Para-Transit bus service (MITS)
- Trinity Railway Express (TRE) service
- Downtown bus circulator service (Molly)






 FORT WORTH TRANSPORTATION AUTHORITY13

- Federal Fund Uses

Federal Fund Uses

- Preventive maintenance on vehicles
- Purchase of buses
- Preventive maintenance on TRE
- Operational support for MITS
- Transportation improvements
- Safety and security








 FORT WORTH TRANSPORTATION AUTHORITY
14

- What's New?

What's New?

- New and improved bus service in North Quadrant of Fort Worth in April 2017 including:
 - Four new bus routes
 - Later night service
 - Twice the peak frequency on most routes
- New fare boxes in May 2017
- Transit 101 Program
- New FWTA website








 FORT WORTH TRANSPORTATION AUTHORITY

- What's Next?

What's New?

- New and improved bus service in North Quadrant of Fort Worth in April 2017 including:
 - Four new bus routes
 - Later night service
 - Twice the peak frequency on most routes
- New fare boxes in May 2017
- Transit 101 Program
- New FWTA website






// FORT WORTH TRANSPORTATION AUTHORITY

- Coming in 2018

Coming in 2018

- New and improved bus service being planned for other quadrants in Tarrant County starting in 2018.
- TEXRail – 27-mile commuter rail from downtown Fort Worth to DFW International Airport's Terminal B with seven new rail stations starting late 2018.



// FORT WORTH TRANSPORTATION AUTHORITY

17

ORAL COMMENTS RECEIVED AT MEETINGS
(Meeting Location in Parenthesis)

FY 2018 and FY 2019 Unified Planning Work Program (UPWP) Draft Recommendations

Stephen Stanley, Citizen (Dallas)

A. Transportation funding

Comment: I've heard discussion in Washington D.C. regarding potential budget cuts. Do you all have any updates?

Summary of response by Dan Lamers: I do not have any updates on specific proposals, but all of the money Vickie is presenting this evening has been allocated through the FAST Act.

Summary of response by Vickie Alexander: These are just our planning dollars. We also utilize other funding sources outside of the U.S. Department of Transportation.

2017-2018 CMAQ/STBG Funding: Transit Program

Michael King, Cedar Crest Country Club Estates (Dallas)

A. Funding for IH 35E project

Question: Can you explain how Transportation Development Credits are being utilized to build the deck park over by the Dallas Zoo?

Summary of response by Adam Beckom: The Texas Department of Transportation has been coordinating with the City of Dallas to finalize plans for the deck park over IH 35E. The Regional Transportation Council has allocated \$40 million to build the structure for the deck park, but the city must provide a local match in order to move forward with construction. Since we don't want to hold up the IH 35E project, we are proposing Dallas use their TDCs to match the RTC's \$40 million. If the bond program is approved later this year, the City of Dallas can use their bonds to fund the deck park project and set aside the TDCs for another project or initiative.

Question: Is TxDOT expanding IH 35E?

Summary of response by Dan Lamers: Yes, the entire project will cost almost one billion dollars and essentially replace the existing HOV lane with a reversible express lane.

Public Transportation Agency Program of Projects

Lori De La Cruz, Citizen (Hurst)

A. Funding for Arlington transit services

Question: Is the City of Arlington transit service that goes from the Trinity Railway Express Centreport/DFW Airport Station to the University of Texas at Arlington included in this Program of Projects?

Summary of response by Leah Brown: This Program of Projects includes funding for all of the transit services in the urbanized areas. Additionally, the City of Arlington also has Handitran, which specializes in providing services to seniors and persons with disabilities.

Summary of response by Dan Kessler: Arlington has the same challenges as other communities in the region that don't collect a sales tax in order to provide transit services to their patrons. Citizens need to let the state legislature know transit is a high priority. Our local elected officials are very supportive of expanding transit services, but we just don't receive a lot of traction in Austin for public transit.

Wally Eakins, Citizen (Hurst)

A. On-demand taxi services

Question: What are your Department's thoughts regarding on-demand taxi services for major rail and bus lines?

Summary of response by Dan Kessler: We are studying a lot of different technologies, including feeder and people mover systems. Arlington is even currently testing a driverless vehicle, which could eventually serve as a feeder for a rail line. The push for on-demand service will continue to become more prevalent as we move along.

B. Transit advertising

Question: Is money used to advertise for transit agencies?

Summary of response by Dan Kessler: We do a fair amount of marketing for transit agencies. But when you're outside a transit service area, it becomes difficult to advertise services.

Matthew Kenney, Citizen (Hurst)

A. Transit services in Hurst

Comment: I grew up in the Hurst area. Why don't we already have a local transit system here?

Summary of response by Dan Kessler: It all comes back to resources. Local governments don't always have the financial resources to put public transit systems in place. The majority of transit is funded through sales tax, and the state limits how much sales tax a city can charge. The federal government will traditionally help fund the construction of transit, but local governments are usually responsible for operational costs, which isn't feasible for some cities here in the region. However, the TEX Rail project is currently under construction, and there will be a rail corridor that runs parallel to SH 121 from Downtown Fort Worth all the way to DFW Airport.

Kenneth Jackson, UTA CAPP (Arlington)

A. Baby Boomers and the transit system

Comment: I'm doing a thesis on baby boomer retirement and how it will impact the transit system. Is anyone at NCTCOG studying this?

Summary of response by Michael Morris: Our elected officials want patrons to have freedom of choice and continue to be mobile as they grow older. We have to take new initiatives. Additionally, as you work on your thesis, you might consider studying the millennial population as well. There is data that shows up to 20 percent of the millennial population does not have a driver's license. They want to utilize Uber, bicycles and transit. I applaud your topic.

Summary of response by Angela Smith, Fort Worth Transportation Authority: We have a lot of different alternatives, but there aren't always enough drivers or buses to accommodate requests. A lot of baby boomers are living close to transit stops, and there are a lot of people thinking about ways to accommodate the increasing demand.

Summary of response by Leah Brown: I work more on the funding side, and we're receiving more requests for funding to meet the needs of this particular population. We're also seeing a growing demand for services from smaller communities that aren't members of the transit authorities.

Summary of response by Curvie Hawkins, Fort Worth Transportation Authority: We're meeting new cities and exploring new partnerships. In fact, one of our newer partners is the City of River Oaks, and there is concern about mobility of older citizens in these smaller communities. Their populations are aging and as they're aging, their options are becoming more limited.

Lynn Hayes, Federal Transportation Administration (Arlington)

A. Funding for seamless connections

Question: Have you received any requests to fund first-mile or last-mile initiatives?

Summary of response by Michael Morris: We're receiving more interest in ensuring seamless connections. You're going to see technology help with this initiative, and we've already started with pilot studies. We've begun to see autonomous vehicles being tested for first-mile and last-mile connections.

Other

Peter Schroer, Citizen (Arlington)

A. IH 345 corridor

Question: Does your Department have any input on IH 345?

Summary of response by Michael Morris: TxDOT has taken the lead, and we're assisting them as we rethink the IH 30 corridor from Downtown Dallas all the way to Mesquite. The facility needs to be rebuilt due to age and context. However, I want to assure you the IH 30 project will not be put before the IH 635E project.

Michael King, Cedar Crest Country Club Estates (Dallas)

A. NCTCOG involvement with the IH 345 corridor project

Question: Where does NCTCOG stand with the IH 345 corridor?

Summary of response by Dan Lamers: IH 345 connects IH 45 with US 75. There has been a proposal to tear the interstate down and create a more walkable community area. However, tearing down IH 345 would have tremendous traffic ramifications due to the amount of people who travel that roadway to get to and from work everyday. We would like to fix what needs to be fixed at a lower cost and then conduct a long-term study to determine the effects of tearing down the roadway.

Ron Sullivan, City of Forney (Arlington)

A. Funding for growing cities

Question: How are you all planning for the rapid growth occurring in local cities like Forney?

Summary of response by Christie Gotti: We allocated several million dollars in funding for your part of the region through a ten-year planning effort that was completed in December 2016. It involved an extensive discussion. We coordinated with Kaufman County, and they expressed what their needs were. We came up with a project list that is available on our website. If there are specific items the city is interested in, please let us know.

Stephen Stanley, Citizen (Dallas)

A. Autonomous vehicle studies

Question: Does NCTCOG fund any autonomous vehicle studies?

Summary of response by Dan Lamers: We have a staff member who focuses on autonomous vehicles. We have not yet funded any major efforts. However, we are coordinating with local cities on these type of studies. In order for technological advancements to work, everyone must share their data, and we do offer some assistance to cities to offset certain data-sharing costs.

Tanda Rasco, Citizen (Dallas)

A. Electric vehicle infrastructure

Question: Are there plans to create infrastructure for charging electric vehicles?

Summary of response by Dan Lamers: The RTC does not have authority to pay for electric vehicle infrastructure so it would have to be provided by the state or federal government.

Citizen (Arlington)

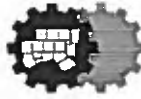
A. Surveys

Question: Do you all conduct surveys related to people's wants and needs for transportation?

Summary of response by Michael Morris: We do surveys all the time and in different forms. Amanda Wilson surveys patrons on our public involvement contact list. You have a survey in your packet from the federal government that's related to our certification review. We've surveyed people on how they get to and from the DFW Airport. We believe data is critical in order to understand what people want and need.

WRITTEN COMMENTS FROM PUBLIC MEETINGS

Name and Title	Agency, City Represented	Topics Addressed	Comments
David S. Arbuckle	Texas Central	NCTCOG's role in regional transportation planning	Attachment 1
Lori De La Cruz	Citizen	Transit	Attachment 2



Public Meeting Comment Form

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

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

Name David S. Arbuckle
 Organization Texas Central
 Date 6-14-17
 Meeting Location Arlington, TX NCT COG

Please provide written comments below:

The NCT COG plays a vital role in coordinating and completing regional transportation and mobility projects in a timely and efficient method. By harnessing the large and small cities across the metropolitan expanse of DFW, the region benefits much more than it would with disparate singular efforts. It provides a platform for cohesion and cooperation which would be extremely difficult to achieve without the existence of the NCTCOG.



Public Meeting Comment Form

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and affiliation as well as the date and location of meeting.
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- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name Lori De La Cruz
 Organization _____
 Date June 20, 2017
 Meeting Location Hurst Public Library

Please provide written comments below:

1. Please bring mass transit to Hurst-Euless-Bedford + North Richland Hills area - NE Tarrant County.
2. Excited about Cotton Belt coming through NRH!!
3. Need a TRE stop in Fort Worth between Euless and Arlington.

WRITTEN COMMENTS SUBMITTED BY WEBSITE AND EMAIL

Jenifer Reiner, June 1, 2017

http://www.nctcog.org/trans/maps/documents/Corridor_Studies_Status_Map_011714.pdf
Is there a more current map?

Response by Carli Baylor, NCTCOG

Hi, Jenifer

Thank you for contacting the NCTCOG Transportation Department. Please find attached the most current corridor studies map.

Let us know if you have any additional questions.

Jenifer Reiner, June 6, 2017

Please send the link to the SH 199 project webpage, as well as, the presentation made on May 31, 2017. Also, please send the contact information or project name and number for the TXDOT study of the interchange of Loop 820 and SH 199. Thank you!

Response by Carli Baylor, NCTCOG

Hi, Jenifer

You can obtain a copy of the presentation from last week's meeting on our webpage: www.nctcog.org/planningprojects.

Emmanuel Lewis, June 6, 2017

How is our air?

Elaine Laisure, June 10, 2017

What plans do you have for I20/I30 between Weatherford and Fort Worth? It is often grid locked or accidents back up for hours. There is NO OTHER MAIN ROAD from Weatherford to Fort Worth. Thousands of houses are being built in Brock, Aledo, Walsch Ranch, Morningstar Willow Park and other communities, yet no short term fix for Traffic!! Build a NTTA or non-Foreign run Toll Road SOON!

Robert Porter, June 14, 2017

Good morning. I attended a public meeting yesterday (June 13, 2017) in Dallas and made an oral suggestion to the panel. This email is intended to follow up on and expand the suggestion a bit.

The purposes of this suggestion are to promote the reduction of congestion, crashes and air pollution; and to improve the use of our transportation budgets through the adoption of a policy for the distribution of Transportation Development Credits (TDCs).

When the RTC considers how to distribute TDCs among NCTCOG members, include a policy to promote the awareness and practical uses of vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communications in our local communities.

Assumption: V2V deployment will precede V2I, so emphasis on adoption of various V2V devices will help to drive the justification of V2I implementations where they will be most beneficial.

Examples of promoting the awareness and practical uses of V2V and V2I:

Pilot projects that measure the impact on congestion for selected intersections when various types of V2V devices (e.g. Vehicle Awareness Devices [VAD], Aftermarket Safety Devices [ASD] and factory installed) are present at various penetration levels.

Program to install VADs or ASDs in portions of a member's fleet.

Program to encourage deployment of V2V devices in commercial fleets.

A public information program that increases awareness of the driving public of the value of V2V in new vehicles and aftermarket devices in existing vehicles.

Program that engages members with other entities throughout the US that are piloting projects which are likely to have applicable results for our local communities.

Tanda Rasco, June 14, 2017

Dear Mr. Kessler:


I appreciate the public hearings you are having and enjoyed attending Tuesday's meeting. At the meeting I mentioned electric vehicle charging infrastructure. I wonder if NCTCOG (or other entities, such as city and county governments) could pay charging stations such as at high speed rail terminals, park & ride lots, etc...? Just food for thought. I am also sending this to the public comment e-mail on the form you provided.

Thank you all again!

COMMENTS SUBMITTED VIA SOCIAL MEDIA

Transit Comments

1. Dear @TxDOT please stop the madness! We don't need more lanes, we NEED transit options! #bus #BRT #rail @NCTCOGtrans @TheTFortWorth @dartmedia — Loren S. (@txbornviking)



21st Century City @urbanthoughts11
If anyone ever claims that just one more lane/road will solve the problem
-remind them of #induceddemand
vid @NBCDFW

2. So true. It is very hard to meaningfully engage with car/highway-centric @NCTCOGtrans here in North Texas. — Wylie H Dallas (@Wylie_H_Dallas)

Don Kostelec @KostelecPlan
Great convo on why we must tweet bike/ped issues at agencies: It's aired in public. Most ignore emails & requests for face to face meetings


3. Here in North Texas, our transport dictator, @NCTCOGtrans' Michael Morris, keeps telling us we have to keep building/expanding highways. — Wylie H Dallas (@Wylie_H_Dallas)



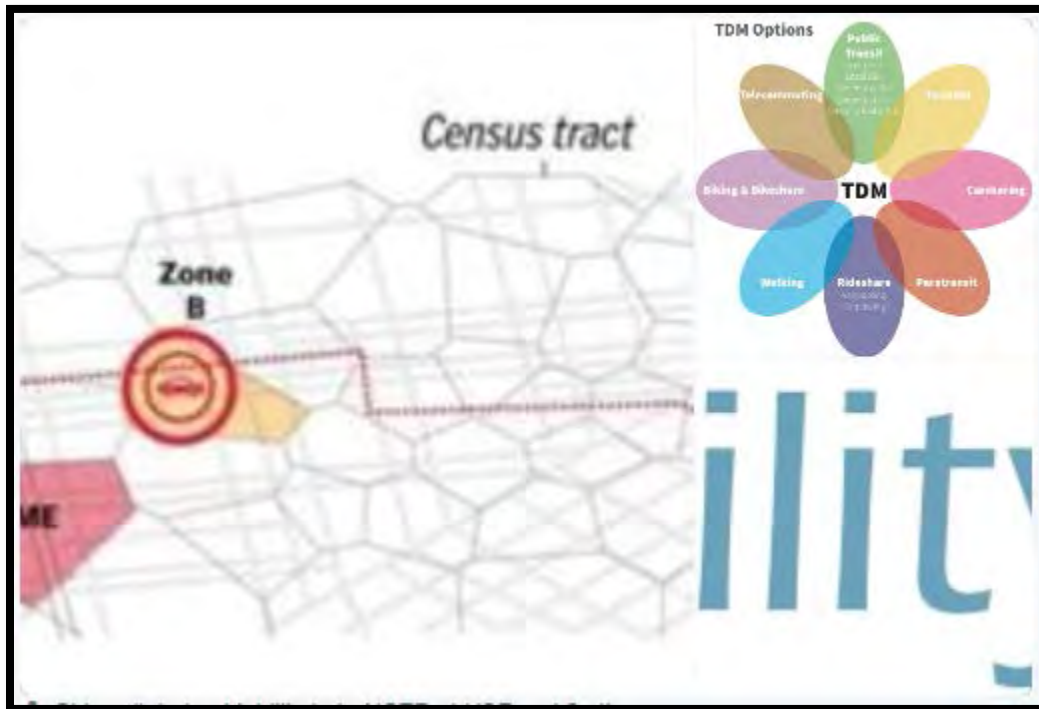
Smart Growth America @SmartGrowthUSA
In the early 2000s, Denver knew its economic future depended on investing in transit. So that's exactly what it did t4america.org/maps-tools/loc...

4. Dump the Pump. Ride Transit! — The T Fort Worth (@TheTFortWorth)

NCTCOG Transportation @NCTCOGtrans
Today is #DumpthePump Day—a day to save \$\$, gas & improve #airquality.
Ditch the car. Ride with @dartmedia , @RideDCTA or @TheTFortWorth!




5. If as little as 1% of car commuters switched modes an entire traffic network can reap huge dividends. TDM is answer! <http://www.bostonglobe.com/ideas/2013/02/17/traffic-which-boston-area-neighborhoods-are-blame/h5qqR3CrHDM3xCNsTqdYxH/story.html> ... — Chris Hamilton (@ChrisRHamilton)



6. I dump the pump every day and you can too! If you're in Fort Worth, take advantage of bike share, @TheTFortWorth bus routes, and walk! — Meghan Riddlespurger (@meghan_ridds)

NCTCOG Transportation @NCTCOGtrans
 Today is #DumpthePump Day—a day to save \$\$, gas & improve #airquality.
 Ditch the car. Ride with @dartmedia , @RideDCTA or @TheTFortWorth!



Bike/Ped Comments

1. Nice seeing @NCTCOGtrans sharing fun awareness on some #TransitAlternatives! — Loren S. @txbornviking)

NCTCOG Transportation @NCTCOGtrans
 How a volcano eruption inspired one man to invent the bicycle:
bit.ly/2rq9ta3
 #BikeMonth



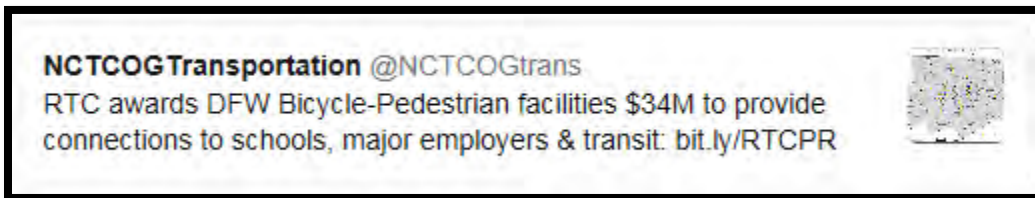
2. Data on actual bike riding, not commute trips? Also ideally we need goals achieved by bike, not distance or time spent. — Jay Blazek Crossley (@JayCrossley)

More likely to find a stats/method geek @Valhalla to mine&adapt existing data than a new valid run. — james myers (@arsetechnica)

not seen what's current in modeling, recent Kinder study was a mess. @NCTCOGtrans had better avail info than @hgaccog last I played — james myers (@arsetechnica)

3. Dallas-Fort Worth Bicycle-Pedestrian Facilities Awarded \$34 million @CityOfDallas @NCTCOGtrans <http://www.nctcog.org/trans/outreach/media/pr/2017/TransAlt.asp> ... — Lee M. Kleinman (@LeeforDallas)

4. Seems like some good news today in the fight for better #TransitAlternatives — Loren S. (@txbornviking)



5. Your tips are out of sync!!! What are you thinking when you wait for tip 21 “watch for children in school zones — Joni Hester

6. n.pr/2sKGQkF @NCDOT @NCTCOGtrans @nevadadot @NewHavenDOT @NottmTravelwise @NUSDTTransDept @OakDOT @PadresTraffic @ParkingatAU #cx



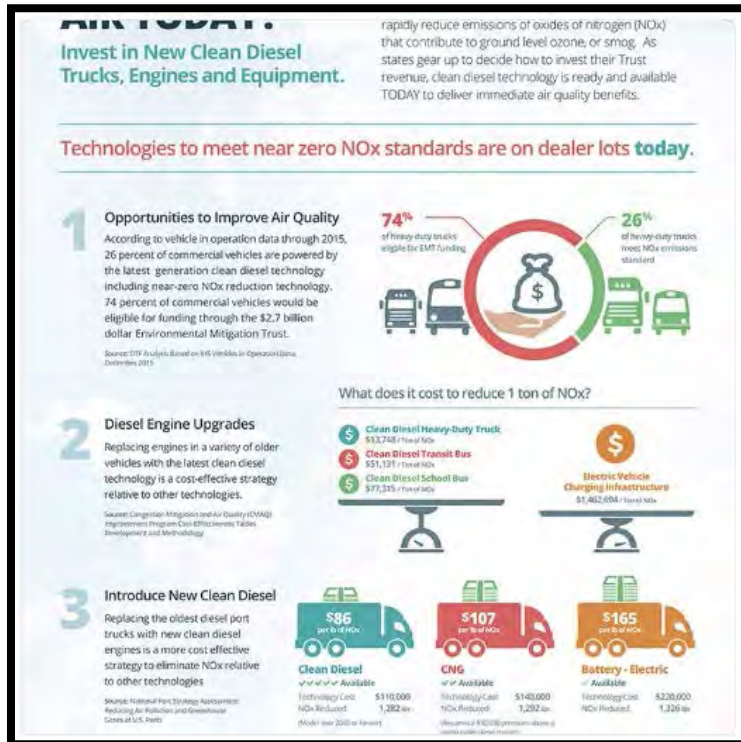
Air Quality

1. Happy #WorldEnvironmentDay! Learn how we can lower ozone levels in the region here: <http://bit.ly/2qZ0mZI> — NCTCOGTransportation (@NCTCOGtrans)



@NCTCOGtrans We know how to lower ozone: prioritize funding for electric rail over highway expansion! — Texans for HSR (@TXforHSR)

2. @NCTCOGtrans Clean diesel provides most bang for buck for #cleanair for Texas w/ VW funds – Webinar June 8 <http://www.dieselforum.org/webinar/making-the-most-of-the-vw-settlement-in-texas-more-clean-air-for-the-dollar> ... — Diesel Tech Forum (@DieselTechForum)



3. Taking Steps Toward Improving Air Quality <http://www.nadallas.com/DAL/May-2017/Taking-Steps-Toward-Improving-Air-Quality/> ... #AirPollution #AirQuality @NCTCOGtrans — Natural Awakenings (@NaturalDallas)



4. 23 June, @CleanAirTexas Action Day, @NCTCOGtrans, #CAAD2017, take a step toward improved air quality. Carpool, bike, walk or public transit. — Seagoville EDC (@SeagovilleE)

5. What steps will you take to improve air quality on Clean Air Action Day, 6/23? Share your action on our website at <http://bit.ly/2pSFeDM> — NCTCOGTransportation (@NCTCOGtrans)



NCTCOGtrans 1) Credit-based congestion pricing on all freeway lanes 2) Transpo Impact Fees on inefficient housing locations 3) Safe streets #CAAD2017 — Jay Blazek Crossley (@JayCrossley)

6. Take the pledge to make a difference for cleaner air in North Texas. #CleanAirActionDay is June 23! NCTCOG Transportation Department — Green Scene Home Inspections



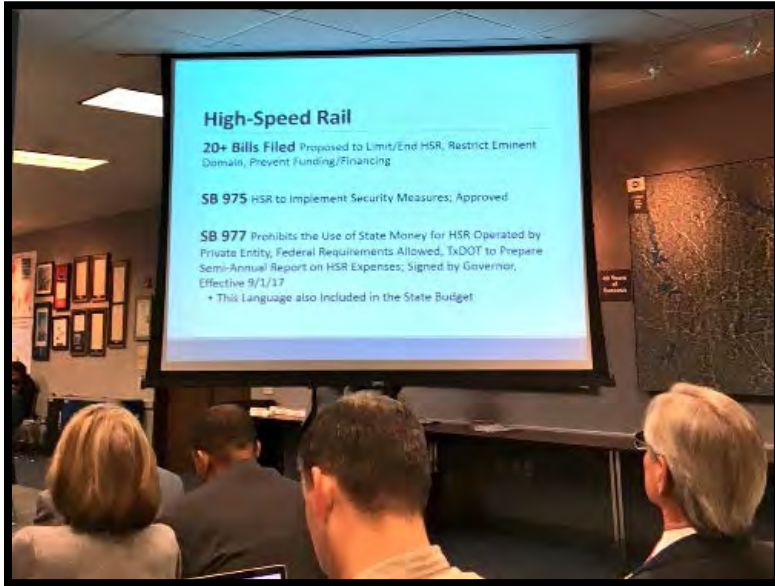
High-speed Rail Comments

1. Michael Morris @NCTCOGtrans and Brad Lonberger @GatewayPlanning present #Highspeedrail station for @DTFortWorth to link @TexasCentral Rail — Scott Polikov, FAICP (@spolikov)



@spolikov @NCTCOGtrans and 3 others Is this presentation available online? — Fort Worth Urban (@UrbanFortWorth)

2. .@NCTCOGtrans lege review: over 20+ bills filed to inhibit high speed rail, none harmful passed. @TexasCentral's on the move! #txlege — DRC Public Policy (@DRCpublicpolicy)



@DRCpublicpolicy @TexasCentral 🙌👏 — NCTCOG Transportation (@NCTCOGtrans)

3. Retweeted DRC Public Policy (@DRCpublicpolicy): .@NCTCOGtrans lege review: over 20+ bills filed to inhibit high... <http://fb.me/21iplbvDQ> — Wylie H Dallas (@Wylie_H_Dallas)

RTC Comments

1. Love the enthusiasm for today's meeting! Welcome to RTC, @PlanoMayorHarry. :) — NCTCOGTransportation (@NCTCOGtrans)



Great! Must meet demands of tollway /121 #thanks — Seddi Said (@Sedsaidit)

2. Thank you for your service and all of your hard work these past nine years, Mayor Maso! — NCTCOGTransportation (@NCTCOGtrans)



3. .@MonicaRAlonzo @sandygreyson @LeeforDallas and I about to get \$35 million for Southern Dallas Gateway @NCTCOGtrans 🙌 — Judge Clay Jenkins (@JudgeClayJ)



4. Grateful for the opportunity to serve on RTC at @NCTCOGtrans for 9 years. — Matthew Merchant (@MatthewMerchant)



@MatthewMerchant Thank you for your service! — NCTCOG Transportation (@NCTCOGtrans)

Funding Comments

1. MM of @NCTCOGtrans telling 40+ local electeds that by killing HB2861 state lawmakers rejected any federal \$ in Trump's potential \$1T plan — Philip Hiatt Haigh (@philip_inRL)



@philip_inRL @NCTCOGtrans What did HB2861 have that was a final deal breaker/maker requirement? — Dallas May (@1DaIM)

@1DaIM @NCTCOGtrans Would've allowed public-private partnerships like the I-635 Texpress lane for 635E (75 to I-30). Now project is \$400M short — Philip Hiatt Haigh (@philip_inRL)

2. Retweeted Philip Hiatt Haigh (@philip_inRL): MM of @NCTCOGtrans telling 40+ local electeds that by killing... <http://fb.me/8GH8ptOo2> — Wylie H Dallas (@Wylie_H_Dallas)

@Wylie_H_Dallas @NCTCOGtrans @philip_inRL Scare tactics. CLOG pwned by road lobby, TTI. — larry (@LarryBrautigam)

Aviation Comments

1. RT @evankirstel @NCTCOGtrans @Airbus @FAANews #commercial #UAS #laws soon to favor business like #Amazon #UPS. Need revenue generating plans — Marko Sakal (@markosakal)



2. #Argodesign Air #Ambulance #UAS #Drone coming to the skies over you @NCTCOGtrans https://m.facebook.com/story.php?story_fbid=138051900081684&id=137187660126037 ... — Marko Sakal (@markosakal)

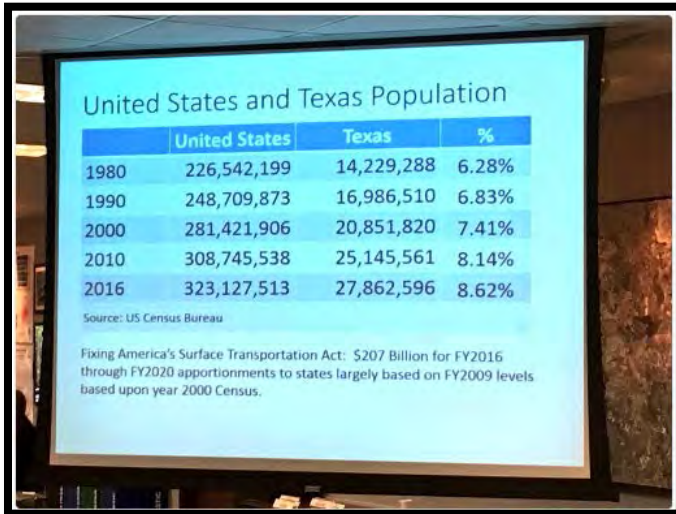
Other Comments

1. Check out the latest NCTCOG "Know Your Region" <http://www.nctcog.org/pa/YourRegion/YourRegion.pdf> ... @NCTCOG911 @NCTCOGtrans @NCTCOGenv @NCTCOGEP #regionalism — TARC (@txregionalism)

2. .@CarriePrysock honored by @NCTCOGtrans on great work at NTTA. Now @CityOfDallas
👍❤️ — Judge Clay Jenkins (@JudgeClayJ)



3. .@NCTCOGtrans review of TX pop as relates to US - we're only getting bigger! 🏠🏢🏭
— DRC Public Policy (@DRCpublicpolicy)



4. It's Public Meeting Day! 😊 — NCTCOGTransportation (@NCTCOGtrans)



@NCTCOGtrans Great #GIF use there. — Southwest ELGL (@SWELGL)



@SWELGL Back at ya! — NCTCOGTransportation (@NCTCOGtrans)

5. Thank you to all who came out to the public meeting today. 😊



Thank you for all of the information. — Kenneth Jackson

Of course! We're so glad you came, Kenneth! — NCTCOG Transportation Department

TRANSPORTATION PUBLIC MEETING

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

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

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

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



NCTCOGtrans



North Central Texas
Council of Governments

THURSDAY, AUGUST 17, 2017

2:30 PM

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

For anyone wanting to ride
transit to the public meeting,
NCTCOG will offer a free
connection to the meeting upon
request on a first-come, first-
served basis. To request a free
roundtrip ride between
NCTCOG and the Trinity
Railway Express
CentrePort/DFW Airport
Station, contact Carli
Baylor at least 72 hours
prior to the meeting at
817-608-2365 or
cbaylor@nctcog.org.



CentrePort/DFW Airport Station
Arrival Options April 17

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

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

NAFTC First Responder Alternative Fuel Vehicle Safety Training

Wednesday, August 2

Firefighters

8:30 am - 5:00 pm

Register:

bit.ly/2sBv1kF

Thursday, August 3

EMS & Law Enforcement

8:30 am - 3:00 pm

Register:

bit.ly/2tbByiT

Cost: \$15

Lunch will be provided.

Addison Fire Department
4798 Airport Pkwy.
Addison, TX 75001



Dallas-Fort Worth
CLEAN CITIES



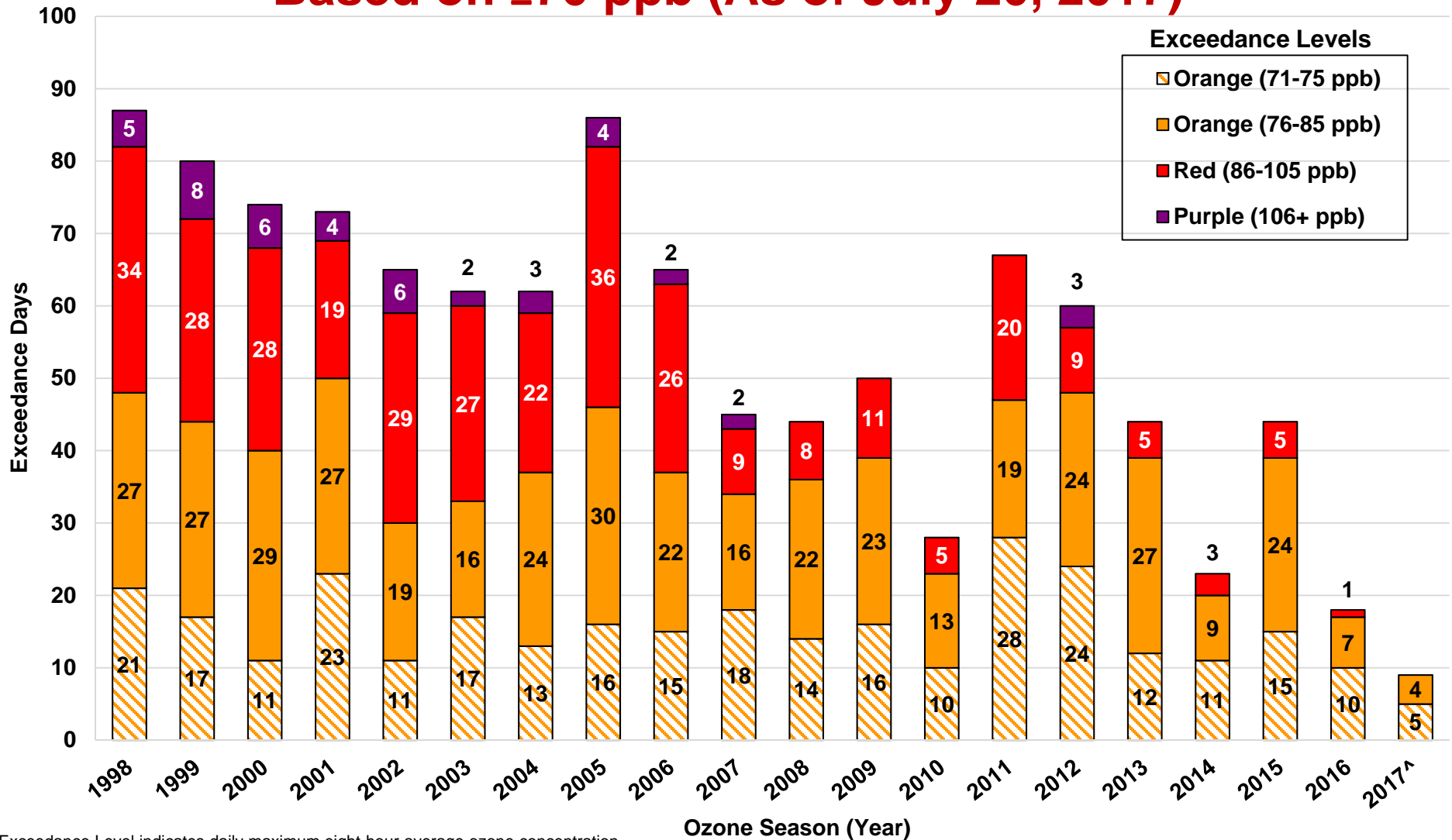
As part of a grant from the Department of Energy, the Dallas-Fort Worth Clean Cities and the National Alternative Fuels Training Consortium (NAFTC) are hosting safety training courses that are designed to educate firefighters, EMS, and law enforcement personnel on properties and procedures when dealing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

Certified NAFTC instructors will teach:


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

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS

Based on ≤ 70 ppb (As of July 20, 2017)



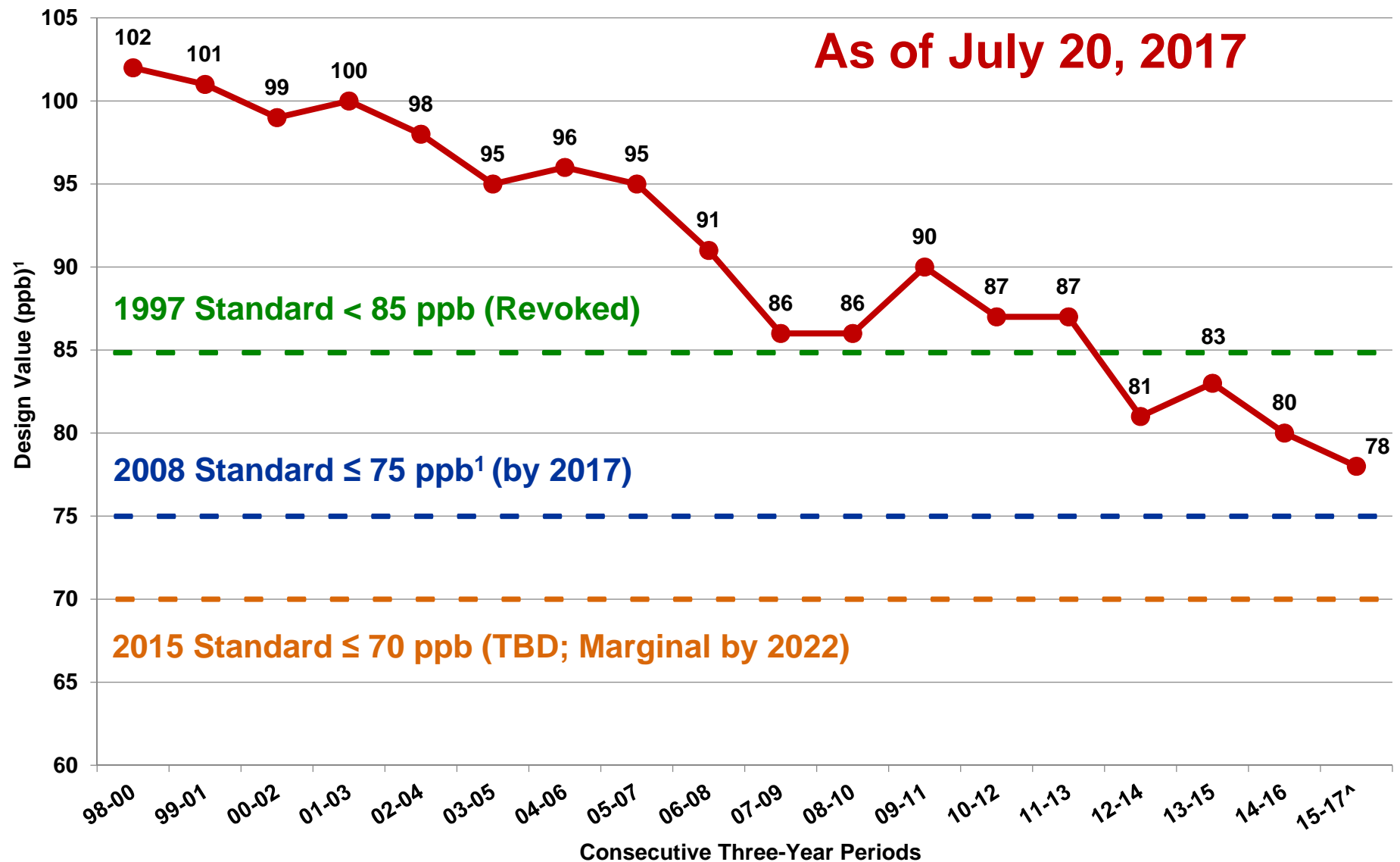
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

[^]Not a full year of data.

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

EIGHT-HOUR NAAQS FOR OZONE HISTORICAL TRENDS



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

[^]Not a full year of data.

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

[Home](#)
[Print this page](#)

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](#) [?] ?

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

[NCTCOG Funding Opportunity Archive](#)

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

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

STAQS 2017 DFW

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



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

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

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

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

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

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

Contact Information

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

Mike Roberts
 Federal Highway Administration
 (404) 895-6224

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

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



North Central Texas Council of Governments | 616 Six Flags Drive P.O. Box 5888 Arlington, TX 76005-5888
Main Operator: (817) 640-3300 | Fax: (817) 640-7806



Rendering courtesy of City of Dallas

Complete Streets One-Day Design Course

Planning and Design of Complete Streets Moving from Policy to Implementation



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

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

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

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

nctcog.org/CSregister

Cost: \$10 (lunch provided)

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

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

Wed., September 13

NCTCOG

616 Six Flags Dr.

Arlington TX

9 am to 4:30 pm

(registration begins at 8:30 am)

Thurs., September 14

Citylink at State Farm

PGBT at Plano Rd

Richardson TX

9 am to 4:30 pm

(registration begins at 8:30 am)

Fri., September 15

NCTCOG

616 Six Flags Dr.

Arlington TX

9 am to 4:30 pm

(registration begins at 8:30 am)

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

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

For more information about Complete Streets please visit:

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



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

July 2017

Inside

NCTCOG has begun developing Mobility 2045, the next long-range transportation plan for the Dallas-Fort Worth region. See page 4 for information on how you can provide input to planners as they develop this 27-year blueprint of the transportation system.

Calendar

July 12, 8:30 am

TRTC

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

July 13, 1 pm

Regional Transportation Council

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

July 28, 1:30 pm

Surface Transportation

Technical Committee

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

RTC awards \$34 million for bike-pedestrian projects

Projects intended to help students across the Dallas-Fort Worth area ride their bicycles or walk to school more safely received a significant boost from the Regional Transportation Council recently.

The RTC allocated \$12.2 million to 22 Safe Routes to School projects in June. The projects range from sidewalks and crosswalks to bicycle-pedestrian trails providing better access to schools.

An additional \$22 million was awarded to 12 Active Transportation projects, consisting mainly of shared-use paths and on-street bike lanes. In all, 34 projects spanning 16 communities and eight North Texas counties received a total of \$34.2 million through the Transportation Alternatives Set-Aside Program Call for Projects.

The entities awarded funding will contribute \$12.4 million in local match, bringing the total investment in the region's bicycle and pedestrian facilities to \$46.6 million.

Projects providing enhanced regional connectivity, as well as connections to schools, large employment centers and transit stations were prioritized during the evaluation and scoring of 61 applications submitted to the call for projects.

The money for the Transportation Alternatives Set-Aside Program was provided through the Fixing America's Surface Transportation (FAST) Act.

Phase 2 of the Trinity Strand Trail in west Dallas, a 1.5-mile extension, and the Dallas Road Transit-Oriented Development Corridor/Cotton Belt Trail in Grapevine were each allocated the maximum \$5 million. A list of approved projects, the funding they were awarded and a map of their locations are available at www.nctcog.org/tap.



North Central Texas
Council of Governments

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

Smoking Vehicle Program making a difference in region's air quality



Ever see a vehicle emitting excessive amounts of smoke on the road?

You can do something about it, and your action could help the region breathe easier. The North Central Texas Council of Governments is celebrating 10 years of administering the Regional Smoking Vehicle Program, one of several efforts aimed at improving air quality in Dallas-Fort Worth.

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

Driving a vehicle with excessive smoke from the tailpipe in Texas is a violation of the state's [Smoking Vehicle Statute](#), which defines a smoking vehicle as one that emits smoke for 10 or more consecutive seconds and/or whose suspended smoke does not fully dissipate within 10 seconds. If you see a vehicle smoking from the tailpipe for a prolonged period of time, you have two primary ways to anonymously report it.

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

Since 2007, when NCTCOG assumed responsibility for the program in North Texas from the Texas Commission on Environmental Quality, more than 40,000 reports of smoking vehicles have been received, with the majority of reports submitted online.

While the phone is a viable option and can result in more accurate reports, it is important that people practice good driving habits and refrain from reporting vehicles while behind the wheel.

Since 2007, 40,000 smoking vehicles have been reported through RSVP.

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

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

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

Record number of residents take action for cleaner air

On June 23, more than 1,100 North Texans took steps toward improving air quality in support of Air North Texas' annual clean air event, Clean Air Action Day. This made 2017 the most successful year for the event to date.

On Clean Air Action Day, Air North Texas encourages North Texans to make choices that contribute toward reduced emissions and better air quality and log their choices at www.airnorthtexas.org/cleanairactionday.

This year, the most popular clean air actions were taking lunch to work or summer activities, confirming vehicle maintenance and inspections are up to date and buying locally or at places where less driving is required.

In addition, the June 23 Surface Transportation Technical Committee meeting offered a remote option in support of Clean Air Action Day and garnered great participation, as 34 members participated via their computers instead of driving to the meeting.

Mark your calendar for next year's Clean Air Action Day – June 22, 2018, and consider incorporating simple clean air actions into your routine year-round. Get ideas at www.airnorthtexas.org/individuals.

Cedar Hill Mayor Franke elected RTC chair



Cedar Hill Mayor Rob Franke will preside over the Regional Transportation Council for the next year after being elected chair of the 44-member transportation

policymaking body for the Dallas-Fort Worth area last month.

Franke assumes leadership of the RTC from Grand Prairie Mayor Ron Jensen, who served as chair over the past year, including during the recently concluded 85th Session of the Texas Legislature. Tarrant County Commissioner Gary Fickes is the new vice chair, while Denton County Commissioner Andy Eads was named secretary.

As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country, which has a current population of more than 7 million people.

The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission for other programs.

The policymaking body's collaborative approach has helped the region develop a world-class, multimodal transportation system that provides residents options of how to get to work, school and recreational activities.

The RTC also ensures transportation services are coordinated throughout the region and the metropolitan area complies with air quality regulations.

Fleet discounts on alternative fuel vehicles

North Texas public fleets have an opportunity to get substantial discounts on alternative fuel vehicles through the Fleets for the Future partnership.

Both light-duty and heavy-duty vehicles will be considered in electric, propane, and natural gas options. Learn how your fleet can participate and benefit from this unique regional procurement process by visiting at www.nctcog.org/f4f.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**The Fort Worth
Transportation Authority**
FWTA.org

**Texas Department
of Transportation**
TxDOT.gov

By the Numbers

1,100+

North Texans who took steps toward improving air quality in support of Clean Air Action Day on June 23.

PUBLIC *Involvement*

Progress North Texas 2017 looks at technology

Automated vehicles, smart traffic signals and guaranteed travel speeds are among the most exciting topics in transportation.

NCTCOG has established a new program area to study automated vehicles and related topics and is working with researchers and area governments to help pave the way for smarter vehicles. While there is tremendous momentum behind vehicle automation, there are many more examples of how we are using technology to reshape the future.

Innovation is apparent from smartphone applications that help people navigate the roadway and rail systems to TEXpress Lanes that give people the choice to pay for a smoother ride along select corridors. [Progress North Texas 2017: Moving into the Future Using Innovative Transportation Technologies](#) is available at www.nctcog.org/ourregion. It examines how technology is at work in transportation planning and presents data on how the transportation system continues to meet the needs of the growing Dallas-Fort Worth area. To request copies, contact Brian Wilson at bwilson@nctcog.org.

Survey: Long-range transportation priorities

NCTCOG has begun developing Mobility 2045, the next long-range transportation plan for the Dallas-Fort Worth region.

The plan will define a 27-year vision for the region's multimodal transportation system, guide spending of federal and state transportation funds, and address air quality and quality-of-life issues.

Planners are seeking input and hope to receive comments regarding regional priorities from the public, local governments and transportation partners. The first survey for Mobility 2045 is available online at www.surveymonkey.com/r/m2045.

Print copies will be mailed upon request. Draft recommendations are expected to be available in spring 2018, with RTC action in summer 2018.

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.

DALLAS DISTRICT

PROGRESS

Monthly Report on Dallas District Projects and Topics



COLLIN CO. | DALLAS CO. | DENTON CO. | ELLIS CO. | KAUFMAN CO. | NAVARRO CO. | ROCKWALL CO.

US 380 Projects Making Progress

COLLIN COUNTY — Years ago, farm trucks and cattle were the only traffic on this stretch of US 380. Those days are long gone.



Today, almost 50,000 people a day use the highway.

Significant road construction over the next few years will ultimately widen US 380 and reconstruct two major interchanges at the

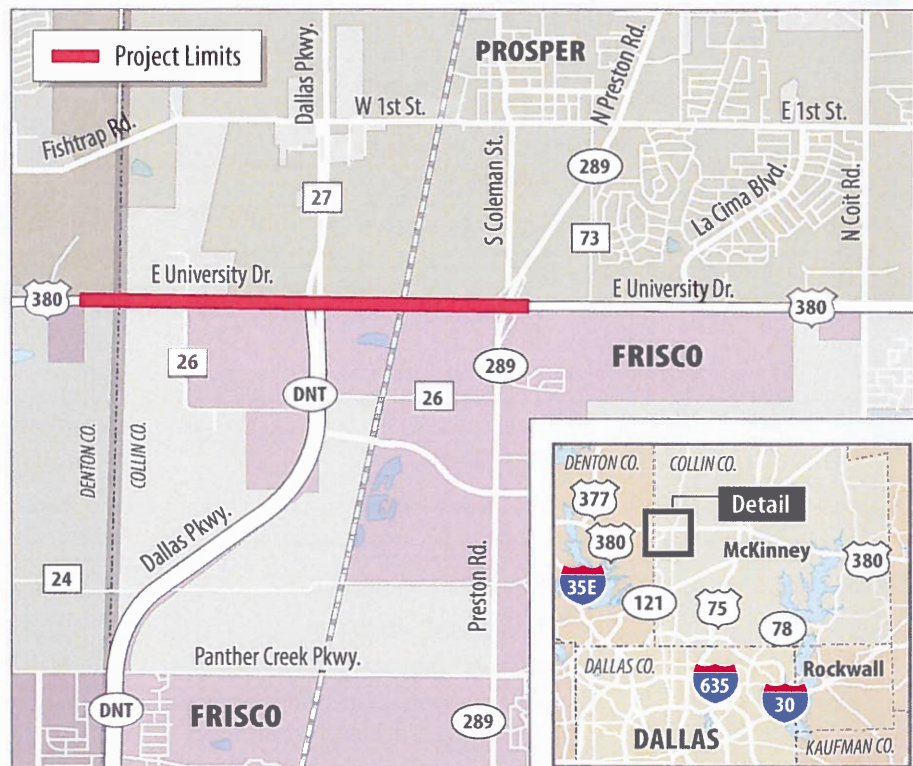
Dallas North Tollway (DNT) and Preston Road (SH 289).

The \$58 million project, being done by Mario Sinacola and Sons Construction, will expand both intersections, adding bridges for the US 380 main lanes that will drastically decrease congestion and enhance safety.

In recent years, US 380 has become an attractive corridor for real estate investors and developers. Collin County is expected to double in population by 2040, according to the North Central Texas Council of Governments. Other forecasts call for even higher growth.

"This project is very important to this area of North Texas," said Brenan Honey, TxDOT's Collin County area engineer. "There are so many new developments and areas like Frisco, Prosper and Celina are growing rapidly; expanding this road and the interchanges is critical."

TxDOT's portion of the work to widen and reconstruct US 380 at the DNT intersection is expected to be complete next year. The



TxDOT graphic

Above: Location for the current US 380 projects near the DNT and Preston Road intersections.

plan includes frontage road modifications in both directions of US 380 that will connect to existing frontage roads along the DNT.

The North Texas Tollway Authority (NTTA) will soon be moving forward with the extension of the DNT main lanes and bridge over US 380. That work is expected to be done by 2022.

TxDOT has worked closely with NTTA and

the surrounding cities for years on the planning and execution of this project.

"We have a great partnership with NTTA and the local governments," Honey said. "The results of that strong relationship will be a much safer and efficient road system in Collin and Denton counties."

The expanded interchange of US 380 at SH 289 and the DNT are expected to open late next year. ♦

JUNE 2017 LET PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	BID (M)	(%)	EST. TOTAL COSTS (M)***	CONTRACTOR	
1	0009-03-045	SH 66	Western Rowlet to Dalrock Rd.	Landscape treatment	\$1.71	\$1.75	2.21	\$2.10	AALC, Inc.
2	0081-13-057	I-35W	Eagle Parkway to SH 114	Constru. FRs/ramp mods	\$15.48	\$15.23	-1.61	\$21.12	Ed Bell Constru. Co.
3	0095-13-037	US 75	S of US 380 to N of FM 455	Installation of wireless ITS	\$4.01	\$3.41	-14.96	\$3.96	FL TC Devices, Inc.
4	0095-14-028	I-20	I-635 to SS 557	Pvmt. repair/slot stitching	\$1.30	\$1.09	-16.07	\$1.25	I IPL USA LLC
5	0196-03-268*	I-35E	I-30 to Oak Lawn Ave.	Constru. 0 to 3/4 cd, Rcnst 1/3 SBFR/ramp mods	\$72.03	\$78.79	9.38	\$89.69	Balfour Beatty Infrastructure, Inc.
6	0197-07-031	SS 366	N Lamar St. to N Central Expy.	Concrete full depth repair	\$0.68	\$0.67	-0.48	\$0.77	I IPL USA LLC
7	0353-06-057	SH 114	At Texas Plaza in City of Irving	New loc. bridge constru.	\$43.05	\$39.55	-8.14	\$50.14	Webber, LLC
8	0751-03-038	FM 148	FM 1388 to FM 3094 North	Recon. pvmt/add shldr.	\$4.29	\$4.09	-4.70	\$4.68	Big Ck Constr., Ltd.
9	0816-05-019	FM 2862	At Elm Gr./FM 1827 at Stiff Ck.	Replace bridge and appr.	\$1.55	\$1.60	3.08	\$1.83	Pierce R & B, LLC
10	0918-46-274	CS	S. Blue Mound Rd. at Elizabeth Creek	Replace bridge and appr.	\$1.69	\$1.65	-2.18	\$1.89	Coppell Constru. Co., Inc.
11	1973-01-014	FM 1461	SH 289 to FM 2478	Add'l paved surface width	\$2.66	\$2.70	1.37	\$3.10	Austin B & R Serv., LP
12	2374-04-049	I-20	SH 161/Lakeridge Pkwy. to FM 1382 (Belt Line Rd.)	Construct 0 to 6 In FRs, ramp mods and sidewalks	\$55.51	\$54.24	-2.29	\$70.64	Fluor Heavy Civil, LLC
	0918-46-280**	CS	On Marsh, Bruton, Forest, Plano, and Royal	Improve traffic signals	\$1.22	\$1.28	5.44	\$1.44	Durable Specialties, Inc.
				ESTIMATED JUNE 2017 TOTALS	\$205.18	\$206.05	0.42	\$252.61	
				DISTRICT FY ACCUMULATIVE LETTINGS	\$456.74	\$434.88	-4.79		
				DALLAS DISTRICT FY LETTING VOLUME CAP	\$594.42				

*Project is an A+B bidding project. **Not mapped.

***Est. Total Proj. Costs includes estimated PE, ROW, E&C, Indirect Costs and Potential Change Order Costs at the time of bid.

JULY 2017 PROJECTED LETTING PROJECTS (SUBJECT TO CHANGE)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	EST. (M)	
1	0047-14-082	US 75	At SH 121 interchange	Landscape treatment of rights of way and medians	\$2.86
2	0092-15-002	SS 469	BI 45-G in Ennis to FM 879	Restore existing pavement	\$3.08
3	0095-02-118	US 80	I-635 to SS 557 and SS 557; west of US 80 to I-20	Installation of wireless its	\$1.87
4	0364-03-099	BS 121H	On BS 121H, SL 12, and FM 407	Landscape treatment of medians and right of way	\$2.09
5	0495-01-074	I-20	SH 34 to Van Zandt County Line	Mill and overlay existing freeway	\$10.55
6	0751-03-037	FM 148	At tributary of Kings Creek	Replace bridge and approaches	\$1.38
7	0918-47-118	PW	At Cedar Hill State Park in Shady Ridge camping area	Reconstruct park road including parking lots	\$0.96
8	1091-04-022	FM 550	FM 550 to SH 205	Provide additional pavement surface and overlay	\$13.12
9	2054-02-015	FM 2181	Lillian Miller Parkway in Denton to west of FM 2499	Widen 2 lane rural roadway to 6 lanes divided urban	\$37.20
10	2374-01-187	I-635	Tarrant County Line to 0.473 miles west of I-35E	Install protection	\$3.47
11	2977-01-008	FM 2933	FM 1827 to CR 335	Base repair, level up, overlay	\$1.58
	0918-00-267	VA	Various locations in Dallas District	Traffic signal and dms installation	\$2.02
				ESTIMATED TOTAL	\$80.18

COMPLETED CONSTRUCTION PROJECTS (FROM JUNE 1 – 30, 2017)

CSJ NUMBER	HWY	LIMITS	TYPE OF WORK	DATE COMPLETED	COST (M)
1	0095-02-119	US 80	West of Gross Road to East of Gross Road	06/21/2017	\$3.01
2	1068-04-154	I-30	Cockrell Hill Road to Westmoreland Road	06/09/2017	\$9.81
				ESTIMATED TOTAL	\$12.82

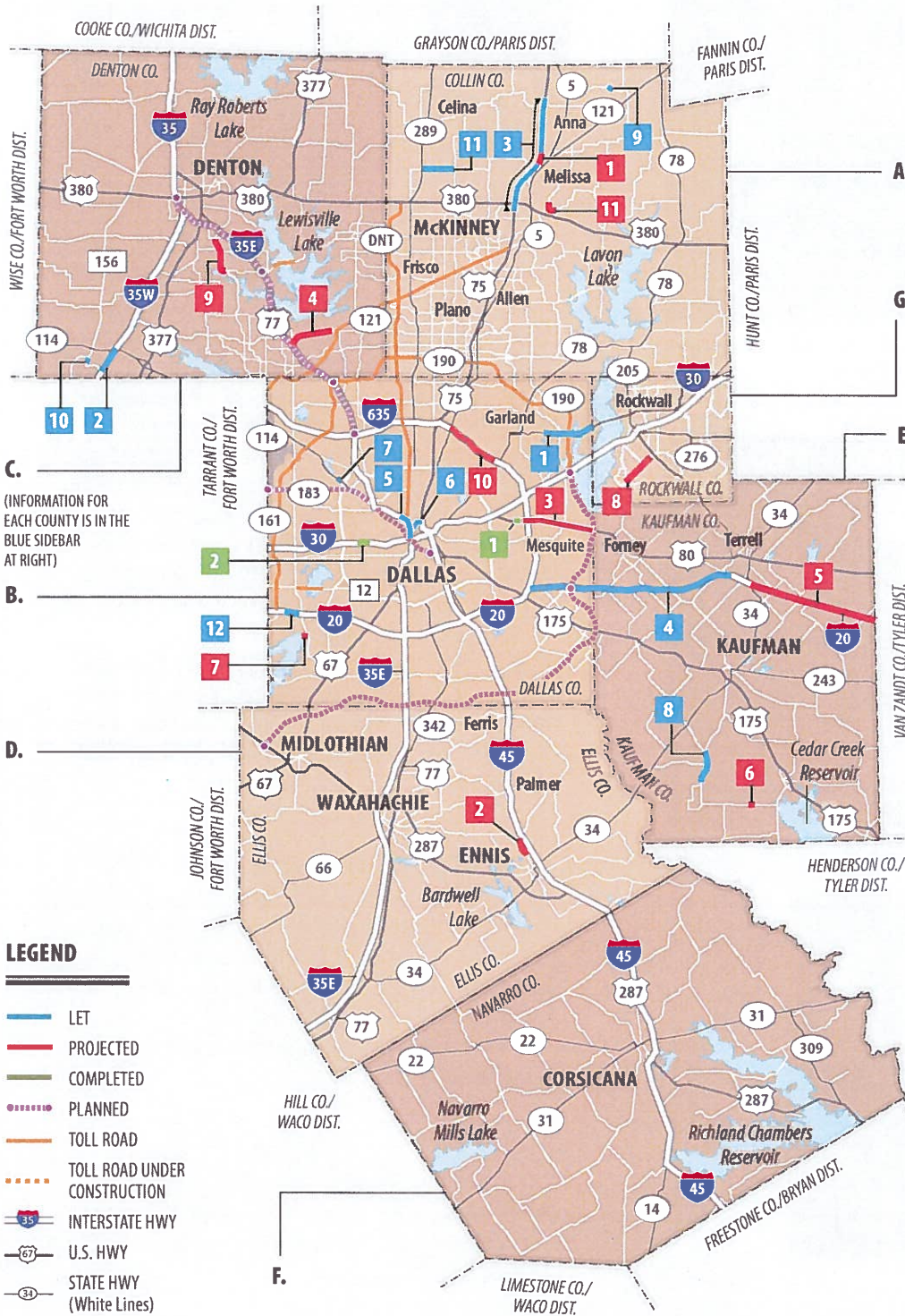
*Not mapped.

SOURCE: Texas Department of Transportation.

TxDOT graphics

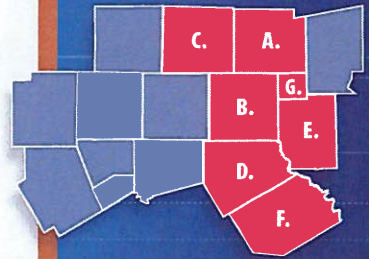
DALLAS DISTRICT PROJECTS MAP

Colored and numbered boxes correspond with the charts on page 2 and show projects that have let in June, are projected to let in July or have recently been completed.



- LEGEND**
- LET
 - PROJECTED
 - COMPLETED
 - PLANNED
 - TOLL ROAD
 - - - TOLL ROAD UNDER CONSTRUCTION
 - INTERSTATE HWY
 - U.S. HWY
 - STATE HWY (White Lines)

SOURCE: TxDOT research.
*POPULATION ESTIMATE: NCTCOG.



2017 DALLAS DISTRICT ESTIMATE TOTALS

VEHICLE REGISTRATION | 3,806,303
*POPULATION ESTIMATE | 4,681,210
LANE MILES | 10,493.628

A. | COLLIN COUNTY

VEHICLE REGISTRATION: 729,624
*POPULATION ESTIMATE: 932,530
LANE MILES: 1,373.829

B. | DALLAS COUNTY

VEHICLE REGISTRATION: 2,064,783
*POPULATION ESTIMATE: 2,502,270
LANE MILES: 3,366.158

C. | DENTON COUNTY

VEHICLE REGISTRATION: 603,332
*POPULATION ESTIMATE: 814,560
LANE MILES: 1,488.733

D. | ELLIS COUNTY

VEHICLE REGISTRATION: 165,813
*POPULATION ESTIMATE: 173,410
LANE MILES: 1,523.910

E. | KAUFMAN COUNTY

VEHICLE REGISTRATION: 109,180
*POPULATION ESTIMATE: 116,140
LANE MILES: 1,201.810

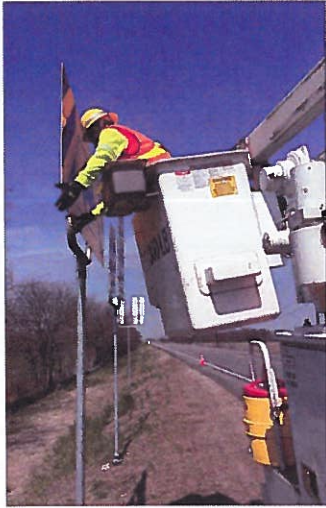
F. | NAVARRO COUNTY

VEHICLE REGISTRATION: 51,056
*POPULATION ESTIMATE: 49,170
LANE MILES: 1,192.820

G. | ROCKWALL COUNTY

VEHICLE REGISTRATION: 82,515
*POPULATION ESTIMATE: 93,130
LANE MILES: 346.368

★ MAINTENANCE MINUTE ★



Rumaldo Rodriguez repairs a sign on I-35 frontage road in Denton County.



Dallas District maintenance crew conduct night repairs to a bridge joint at US 175 and I-20.



Maintenance crew patches a road in Navarro County.



Kade Erwin works a roller on a seal job on FM 455 in Sanger.

SOURCE: Texas Department of Transportation

TxDOT photos



FROM MS. KYMBERLY T. OF SANGER, TEXAS:

"Good morning! A big thank you goes to the Denton County Folks for the proactive work they did in preparing the highways for the precipitation that we received Friday. I work in Carrollton and live in north Denton county.

My commute home was painless, mainly dry highways and I made it home safely. Not sure why Dallas County had so much trouble." ♦

FROM RHONDA A., OF FLOWER MOUND, TX:

"To TxDOT -- There is a short stretch of road on business 121 that was deeply littered with pot-holes that were turning into large craters. In 2015, I reported it and surprisingly they had it patched within about two weeks. I was shocked. Needless to say the patch didn't last too long. I reported it again and noted that they should put in a longer-term fix. Again, completely exceeding my expectations, they had quickly patched it. Of course, the fix was short-lived but longer-term fixes have to be planned. To my great surprise, I drove this road a couple weeks ago, and voilà! Guess what? It's fixed.

Many, many thanks to TxDOT. Many thanks to all people in thankless jobs. You keep the roads flowing, the engines running, the restrooms cleaned, the streets safe and the patients taken care of." ♦

FROM KEVIN A., OF AUSTIN, TX:

"I drive an 18-wheeler and recently I was driving southbound along on I-35E. When I got to mile marker 342 near US 77, I passed I-20 and noticed that the pavement on I-35 was as smooth as could be. I think it is one of the best roads in the country and quite an improvement over last year. Thanks!" ♦

SOURCE: Texas Department of Transportation

TxDOT graphics

DALLAS DISTRICT | PROGRESS



TEXAS DEPARTMENT OF
TRANSPORTATION
4777 E. Highway 80
Mesquite, TX
75150-6643

FOR MORE INFORMATION:

214-320-4480
dalinfo@txdot.gov
www.txdot.gov



REPORT A POT HOLE:

Visit [www.txdot.gov/contact-us/formhtml?form=Report a Pothole](http://www.txdot.gov/contact-us/formhtml?form=Report+a+Pothole) or call 800.452.9292. Progress report can be downloaded at <http://www.txdot.gov/inside-txdot/district/dallas/progress.html>

DFW CONNECTOR

TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



OVERVIEW

The initial \$1 billion DFW Connector project simultaneously designed and built 8.4 miles in Grapevine, Southlake and Irving, and it doubled the size of the existing highway system around the north DFW International Airport entrance.

Funding constraints required some original DFW Connector segments to be deferred. However, since 2013, TxDOT has been able to identify funding for FM 2499, new SH 121/360 ramps, the SH 121/360 interchange, and SH 121 interchanges at I-635 and FM 2499.

FM 2499 work included rebuilding the mainlanes from SH 121 to Denton Creek. The SH 121/360 ramps project constructed new on-ramps from the southbound SH 121 frontage road (William D. Tate Avenue) to SH 121 and SH 360.

Currently under construction is the SH 121/360 interchange, and construction is estimated to begin in 2019 on the SH 121 interchanges at I-635 and FM 2499.



SH 121/360 interchange construction

NorthGate Constructors photo archives

PROJECT HISTORY

- **March 2006** – Texas Transportation Comm. authorized request for CDA proposals.
- **March 26, 2009** – CDA conditionally awarded to North Gate Constructors.
- **Oct. 6, 2009** – CDA executed.
- **Jan. 2013** – TxDOT identified \$90 million in funding for FM 2499.
- **Aug. 2013** – FM 2499 construction began.
- **Sept. 2014** – TxDOT signs \$17 million contract for the SH 121/360 ramp project.
- **Feb. 2016** – SH 121/360 interchange project approved for congestion relief funding.
- **Aug. 30, 2016** – SH 121/360 interchange groundbreaking held.
- **March 2017** – SH 121 interchanges at I-635 and FM 2499 approved for congestion relief funding.

FM 2499 PROGRESS

- All lanes of traffic were opened in summer 2016, six months ahead of schedule.

SH 121/360 RAMP PROGRESS FROM WILLIAM D. TATE AVE.

- The new ramps from southbound William D. Tate Ave. to SH 121 and SH 360 opened to the public on Nov. 12, 2015, more than a year ahead of schedule.

SH 121/360 INTERCHANGE PROGRESS

- This summer, crews will finish setting the bridge beams on the project and continue working on the deck placement on three of the bridges.

- Paving crews will begin work between north and southbound SH 121, coming from the new eastbound SH 114 flyover to southbound SH 121.
- The new eastbound SH 114 flyover to southbound SH 121 is expected to open at the end of the summer. The current flyover will then be reconfigured for eastbound SH 114 to southbound SH 360.
- Crews will continue work on drainage, excavation, embankment and other activities for the new northbound SH 360 alignment to westbound SH 114.

FM 2499 PROJECT FACTS

LENGTH: 1 mile

NUMBER OF LANES

- Two mainlanes in each direction built below the existing grade level, allowing commuters to bypass two intersections
- Two frontage road lanes in each direction at grade level

COST: \$92 M (FUNDED ENTIRELY BY TXDOT)

- Cat. 12 (Texas Transportation Commission approval in Jan. 2013)

CONSTRUCTION DATES

- Construction start: Aug. 2013
- Substantial completion: Summer 2016

SH 121/360 RAMPS FACTS

COST: \$17 MILLION

CONSTRUCTION DATES

- Construction start: Early 2015
- Substantial completion: Nov. 2015

SH 121/360 PROJECT FACTS

LENGTH: 1.6 miles

SCOPE: New direct connectors for SH 114, SH 121 and SH 360

COST: \$61 MILLION

CONSTRUCTION DATES

- Construction start: Aug. 2016
- Substantial completion: 2018

TRAFFIC COUNTS (VEH PER DAY, 2015)

- SH 114/121 north of SH 360: 184,000
- SH 360 south of SH 114/121: 71,000

ORIGINAL PHASE DFW CONNECTOR PROJECT FACTS

LENGTH: 8.4 miles

NON-TOLL LANES (WIDEST POINTS)

- 6 to 8 WB, 6 EB between William D. Tate Avenue and International. Pkwy.
- 4 to 7 NB and 3 to 6 SB at SH 121 near DFW Airport's north entrance

TEXPRESS LANES

- Four miles, two in each dir. on SH 114

COST: \$1 B (FUNDED BY TXDOT)

- TxDOT: \$696 million; ARRA funds: \$261 million; Prop. 14 bonds: \$17.2 million; Prop. 12 bonds: \$32 million
- ROW: \$127 million (Prop. 14 funds)

CONSTRUCTION DATES

- Construction started: Feb. 2010
- Final acceptance: March 2014



NOTE: Project area is not drawn to scale in order to emphasize details.

PROJECT CONTACTS



Texas Department of Transportation
 2501 SW Loop S20
 Fort Worth, TX 76132
 (817) 370-6846



Project website:
www.dfwconnector.com
www.txdot.gov
 Keyword: "DFW Connector"
 Toll-free project hotline:
 877-411-4212

Selma Santin
 Public Information Manager
 Northgate Constructors
 7601 Esters Blvd.
 Irving, TX 75063
 972-536-8620

Jodi Hodges
 TxDOT Fort Worth District
 Public Information Supervisor
 2501 SW Loop S20
 Fort Worth, TX 76133
 817-370-6737



"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

OVERVIEW

Interstate 35E (I-35E) serves the rapidly growing areas of southern and central Denton County, as well as the major Dallas suburbs immediately north of I-635. This corridor functions as a major artery for hundreds of thousands of commuters, as well as a primary link to major universities in the city of Denton, including the fourth-largest university in the state, the University of North Texas (UNT). In addition, I-35E is an important truck corridor and accommodates more than 12,000 trucks daily. The interstate also handles almost 200,000 total vehicles daily near I-635, and 128,000 vehicles a day across Lewisville Lake. Furthermore, due to the lack of continuous frontage roads across Lewisville Lake, there are

no viable north-south commuting alternatives to I-35E at this crossing. Therefore, it is imperative to provide motorists reliable alternatives with a combination of continuous frontage roads and TEXpress managed lanes.

The \$4.8 billion project, proposed to be constructed in phases, would rebuild the entire 30-mile corridor and provide reversible managed lanes that feature dynamic pricing to keep traffic moving at 50 mph. Approximately \$1.4 billion in funding has been identified for Phase 1 of this project, which includes SH 121 regional toll revenue (RTR) funds dedicated to Denton County. Phase 2 of the project will occur when the additional funding becomes available.



Credit: AGL photo

Looking north at the new Belt Line intersection on I-35E. Belt Line has been elevated above ground and the I-35E mainlanes traverse 25 feet higher than Belt Line.

PROJECT HISTORY

- **1950s and 1960s** – I-35E constructed
- **Began 1998** – Major Investment Study for future expansion
- **Sept. 30, 2009** – Express Lane Demonstration Program approval by Federal Highway Administration
- **March 2012** – The Senate Bill (SB) 1420 Committee determined that Phase 1 of the project should be delivered as a design-build project with public financing and utilizing the Regional Transportation Council managed lane policy.
- **Issued 1/23/12; Received 3/23/12** – Request for Qualifications (RFQs)
- **Issued 7/13/12; Received 11/12/12** – Request for Proposals (RFPs)
- **Dec. 13, 2012** – AGL Constructors, comprised of Archer Western, Granite and LANE Constructors, were selected and awarded the contract
- **May 17, 2013** – Contract Executed
- **May 2013** – TxDOT issued Notice to Proceed (NTP) 1 to AGL to begin design; Sept. 2013 – NTP 2 for construction
- **Late October 2013** – Construction began

ENVIRONMENTAL REVIEW STATUS

- **Environmental Assessment Public Meetings:** 2008

- **Environmental Assessment Process:** 2003-2012 (complete)
- **Finding of No Significant Impact by FHWA:**
 - **12/28/11** – South segment; **1/28/11** – Middle segment; **1/31/12** – North segment
- **All Public Hearings** have been completed
- **Phase 1 FHWA environmental concurrence:**
 - **2/15/13** – South segment; **4/18/13** – Middle segment; **3/11/13** – North segment

PROJECT FACTS

- **South seg. (I-635 to PGBT):** 7.5 miles
- **Middle seg. (PGBT to FM 2181):** 12.1 miles
- **North seg. (FM 2181 to US 380):** 10.5 miles
- **Additional general purpose lane in each direction:** North of SH 121 to US 380
- **Two reversible TEXpress Lanes** (toll lanes) from I-635 to Turbeville/Hundley
- **New SB bridge** over Lewisville Lake
- **Belt Line Road** intersection reconstruction
- **Intersection/bridge improvements** at Dickerson, FM 407, Garden Ridge, S. Denton/Oak, Turbeville/Hundley, Corinth, Post Oak, North Texas Blvd.

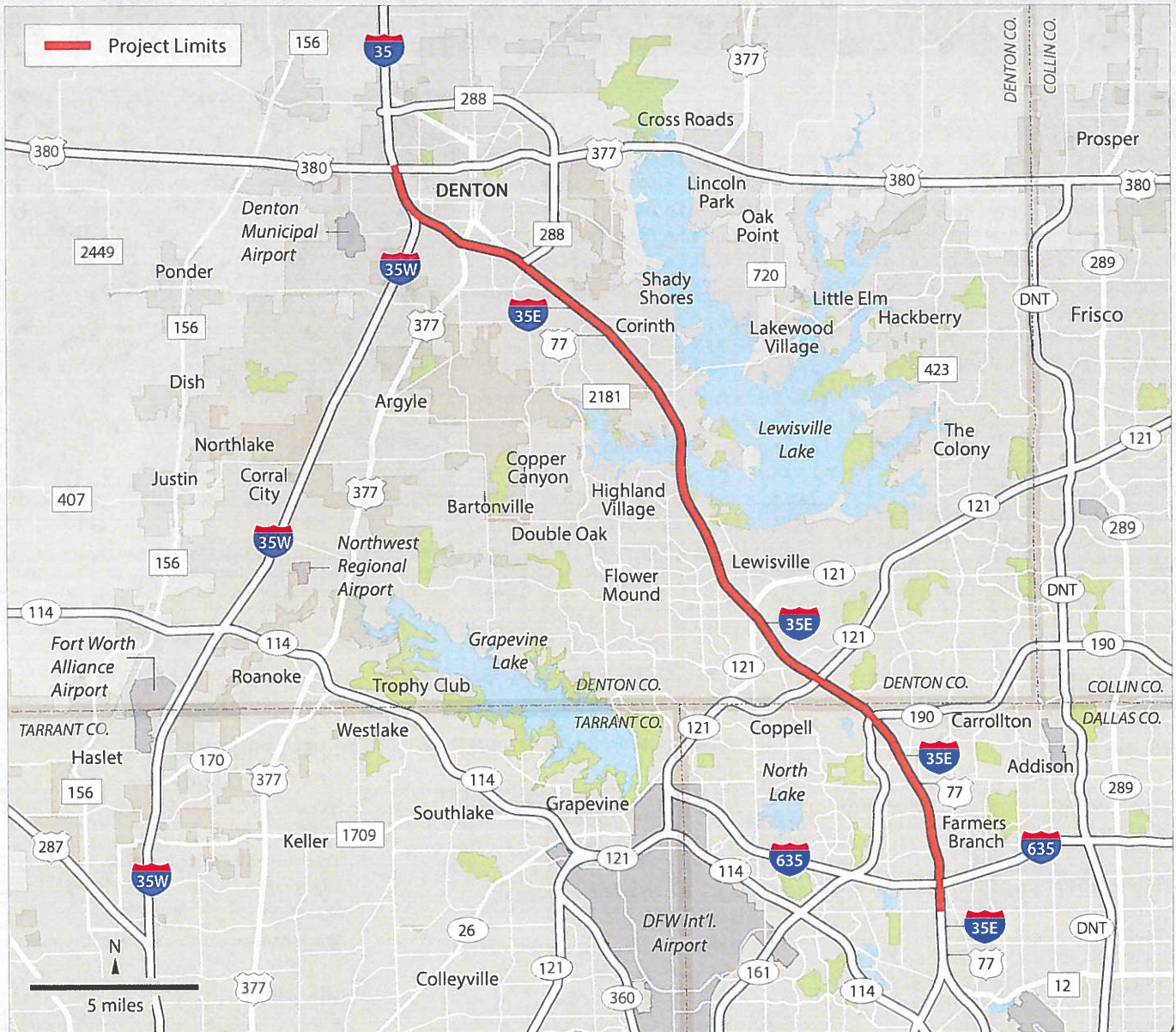
- **Substantial completion:** Fall 2017

PROJECT PROGRESS

- **I-35E TEXpress Lanes** opened to the public May 20, 2017. Transactions are higher than projected for the 1st month.
- **The collector/distributor** between the Sam Rayburn Tollway and the President George Bush Turnpike are open.
- **Work continues** at Belt Line to complete U-turns.
- **SB mainlane traffic** is now in its permanent alignment on the new Lewisville Lake Bridge and northbound mainlane traffic has been shifted back onto the improved original Lewisville Lake Bridge.
- **The bridges** at North Texas Blvd., Post Oak Dr., Fox Ave. and Garden Ridge Blvd. are scheduled to finish in fall 2017. The Oak Dr./Lake Dallas Dr., Turbeville Rd./Hundley Dr. intersections are also scheduled to open this fall.

FUNDING

- **Federal** – \$460 million
- **State** – \$979 million (including \$534 million in Denton County RTR funds and \$285 million TIFIA loan funds),
- **Local** – \$14 million



NOTE: Highlighted areas are not to scale.

TxDOT graphic

Roadway and Limits	Existing frontage road (FR) lanes (Each dir.)	Existing main lanes (Each dir.)	Existing HOV lanes (Each dir.)	Interim*** FR lanes (Each dir., 2016)	Interim*** general purpose lanes (Each dir., 2016)	Interim*** reversible managed lanes (2016)	Proposed frontage road lanes (Each dir., 2030)	Proposed general purpose lanes (Each dir., 2030)	Proposed managed lanes (Each dir., 2030)
South: North of I-635 to President George Bush Turnpike	2 - 3*	3	1	2 - 3	3	2	2 - 3	4	2
Middle: President George Bush Turnpike to Turbeville Rd.	2 - 3*	3	0	2 - 3	3** - 4	2	2 - 3	4	2
North: Turbeville Rd. to U.S. 380	2 - 3	2	0	2 - 3	3	0	2 - 3	3	1 - 2

* Discontinuous. ** PGBT to SH 121. *** Interim configuration relies primarily on use of existing pavement for expansion. Final configuration involves reconstruction of remainder of the corridor.

TxDOT graphic

PROJECT CONTACTS



Texas Department of Transportation
 4777 East Highway 80 • Mesquite, TX 75150
 214-320-6100



Project Website: www.35Express.org

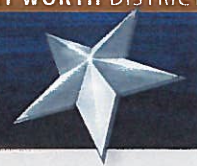
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Tony Hartzel – TxDOT Dallas Dist.
 Public Information Supervisor
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 Mesquite, TX 75150
 (214) 320-4481

INTERSTATE 35W TxDOT PROJECT TRACKER

FORT WORTH DISTRICT

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



OVERVIEW

The Interstate 35W improvement project spans 18 miles in Fort Worth and includes a section that is currently ranked number 23 on the state's most congested roadway list. Plans to reduce the congestion by doubling capacity include interim projects to reconstruct the existing lanes and add TEXpress Lanes in each direction.

The project will be built in segments. The NTE Mobility Partners Segments 3, LLC (NTEMP3) will construct Segment 3A, from north of I-30 to north of I-820 including the I-35W/820 interchange. The Texas Department of Transportation (TxDOT) is constructing Segment 3B, from north of I-820 to US 81/287. Segment 3C, from US 81/287 to Eagle Parkway, is estimated to begin construction in 2018. I-35W currently carries 102,000 vehicles daily near downtown Fort Worth and 127,000 north of I-820. Approximately 11 percent of the vehicles are trucks.



Future I-35W Lanes at Railroad Crossing near Long Avenue

PROJECT HISTORY

- **January 29, 2009** – CDA conditionally awarded to NTEMP
- **July 6, 2011** – NTEMP3 and TxDOT completed a Facility Implementation Plan (FIP) for 3A/3B
- **April 24, 2012** – The U.S. Department of Transportation announced that TxDOT has entered the final stage in the process for a \$531 million Transportation and Infrastructure Finance and Innovation Act (TIFIA) loan to help construct Segment 3A
- **Sept. 2012** – TxDOT awarded a contract for 3B to Lane Construction
- **March 1, 2013** – A facility agreement between TxDOT and NTEMP3 was signed
- **Sept. 19, 2013** – 3A financial close

PROJECT PROGRESS

THE 3A PORTION: (I-30 to I-820)

- 76% complete
- Northbound I-35W traffic has been shifted to new pavement at I-820
- The direct connector from northbound I-35W to SH 121 will be reduced to one lane for three months
- Northside Drive/Yucca Avenue will be closed at I-35W for two months

THE 3B PORTION: (I-820 to US 81/287)

This segment is substantially complete with all lanes in their final location. The contractor is currently completing finish work on corridor aesthetics and the final layer of pavement.

THE 3C PORTION: (US 81/287 to Eagle Parkway) This project is estimated to begin construction in 2018.

PROJECT FACTS

LENGTH

- Segment 3A (I-35W from N of I-30 to N of I-820 including the I-35W/I-820 interchange) 6.5 miles
- Segment 3B (I-35W from N of I-820 to US 81/287) 3.6 miles
- Segment 3C (I-35W from US 81/287 to Eagle Parkway) 8 miles

TEXPRESS LANES

- Segments 3A, 3B, & 3C: Two SB lanes (3C Proposed)
- Max. initial travel cost: 75 cents per mile

COST

- Segment 3A: \$1.4 billion
- Segment 3B: \$244 million
- Segment 3C: \$700 million (proposed)

FUNDING

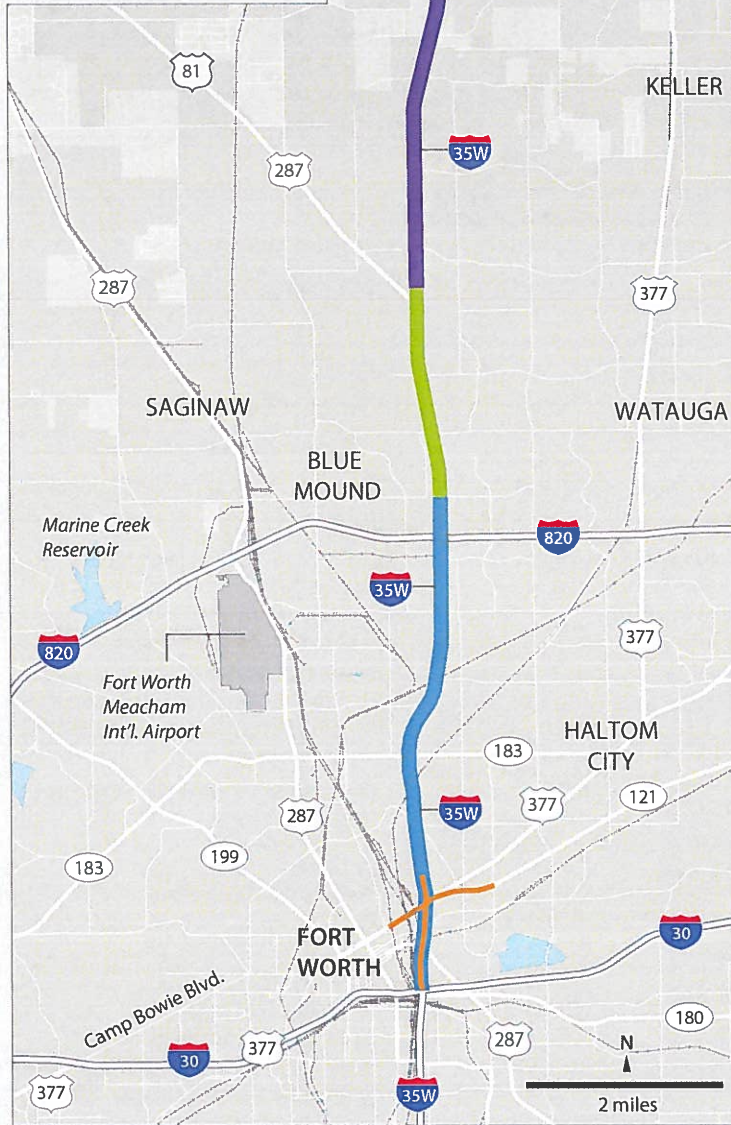
- Segment 3A: \$531 million federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan; \$442 million developer equity; \$274 million Private Activity Bonds (PABs); \$145 million provided by Metropolitan Planning Organization; \$46.5 million interest income
- Segment 3B: \$135 million Category 12; \$65 million Fund 6

RIGHT OF WAY

- Segment 3A: Complete
- Segment 3B: Complete

CONSTRUCTION DATES

- Segment 3A: Construction start - May 2014; estimated completion - 2018
- Segment 3B: Construction start - April 2013; substantial completion - Dec. 2016
- Segment 3C: Estimated construction start - 2018



NOTE: Highlighted areas are not to scale.

SEG* Roadway and Limits

3C	I-35W from US 81/287 to Eagle Parkway
Existing lanes (Each dir.)	2
Frontage lanes (Each dir.) ^^	2 - 3

Interim Configuration**

Mainlanes (Each dir.)	2
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2 - 3

SEG* Roadway and Limits

3B	I-35W from north of I-820 to US 81/287
Existing lanes (Each dir.)	2
Frontage lanes (Each dir.)	2

Interim Configuration

Mainlanes (Each dir.)	2
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2

Ultimate Config. as Proposed in Regional Mobility 2030 Plan**

Mainlanes (Each dir.) ^^^	4
TEXpress Lanes (Each dir.)	2 - 3
Frontage lanes (Each dir.)	2 - 3

SEG* Roadway and Limits

3A	I-35W from north of I-820 to north of I-827
Existing lanes (Each dir.)	2 - 3
Frontage lanes (Each dir.) ^^	2

Interim Configuration

Mainlanes (Each dir.)	2 - 3
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.) ^^	2

Ultimate Config. as Proposed in Regional Mobility 2030 Plan**

Mainlanes (Each dir.) ^^^	4
TEXpress Lanes (Each dir.)	2
Frontage lanes (Each dir.)	2 - 3

SEG* Roadway and Limits

3A II	SH 121 Interchange ^^^^^
--------------	--------------------------

TxDOT graphic

* Segments identified by number do not denote priority or sequence. ** All segments will include one-way frontage roads at identified locations and connections to all existing and proposed improvements. ^^Discontinuous. ^^^Potential deferment of additional mainlanes. ^^^^^Currently not funded. Ultimate capacity remains a priority to the region.

PROJECT CONTACTS



Texas Department of Transportation
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Fort Worth, TX 76133
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Jodi Hodges
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Public Information Supervisor
2501 SW Loop 820
Fort Worth, TX 76133
(817) 370-6737

HORSESHOE PROJECT

TxDOT PROJECT TRACKER

DALLAS DISTRICT



"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

OVERVIEW

The Horseshoe Project will improve traffic flow in the heart of downtown Dallas. The \$798 million project will replace the I-30 and I-35E bridges that cross the Trinity River, as well as reconstruct the interchange. The project will also feature the construction of the Margaret McDermott Bridge, Dallas' second signature bridge designed by Santiago Calatrava. The project was aptly dubbed the "Horseshoe Project" due to its U-shape (see map) and has been given the highest priority due to the increasing bridge maintenance costs.

Within the project limits, I-30 and I-35E carry more than 460,000 vehicles per week day ranking it the 20 most congested roadways in Texas. There is rapid deterioration of bridges built in the 1930s and 1950s which has led to increasing maintenance and repair costs in recent years. Local stakeholders raised the priority to develop a financially attainable solution that addressed the safety and congestion concerns.



Pictured above: An aerial view looking toward downtown Dallas at the newly reconstructed Mixmaster now carrying more than 450,000 vehicles each weekday.

PROJECT HISTORY

- **Sept. 2012** – Federal Environmental Clearance
- **Oct. 2012** – Receive Final Proposals
- **Nov. 2012** – Conditional Award/ Selection
- **Feb. 2013** – Contract Execution
- **Apr. 27, 2013** – Groundbreaking ceremony in downtown Dallas

PROJECT PROGRESS

- **Construction continues** on Dallas' second signature bridge, the Margaret McDermott Bridge on I-30 over the Trinity River. Both the EB and WB arches are complete. Crews have started placing the deck.
- **The I-35E and I-30** mainlanes are substantially complete.
- **The eastbound I-30** and northbound I-35E direct connector to Woodall Rodgers opened in June 2017.

PROJECT FACTS

This project is made possible by legislation passed in 2011, which provided TxDOT with additional tools in the form of "design-

build" authorization as well as additional Proposition 12 funding.

The new tools provide the opportunity to close the project funding gap and construct the project at least four years sooner than conventional project development methods could. Utilizing design-build allowed the project to get underway by late-2013 and be substantially complete as early as summer 2017.

PROJECT DETAILS

- **Length:** 5 miles
 - I-30 from Hotel Street west to Sylvan Avenue
 - I-35E from Eighth Street north to Commerce Street
- **Right Of Way:**
 - All parcels are acquired and are held in the name of the State of Texas
- **Construction Dates:**
 - Construction began in October 2013 and is scheduled for completion in summer 2017

FUNDING

Prop 12 (P2 PE/ROW; P2 TMA; P2 Bridge; P1 Anticipated)	\$604.7 M
Prop 14	\$7.0 M
SH 121 RTR	\$21.4 M
Cat 10 HPS/DEMO Earmarks	\$106.3 M
Cat 6 Federal Bridge	\$75.0 M
Cat 7 STP-MM	\$4.5 M

SOURCE: TxDOT

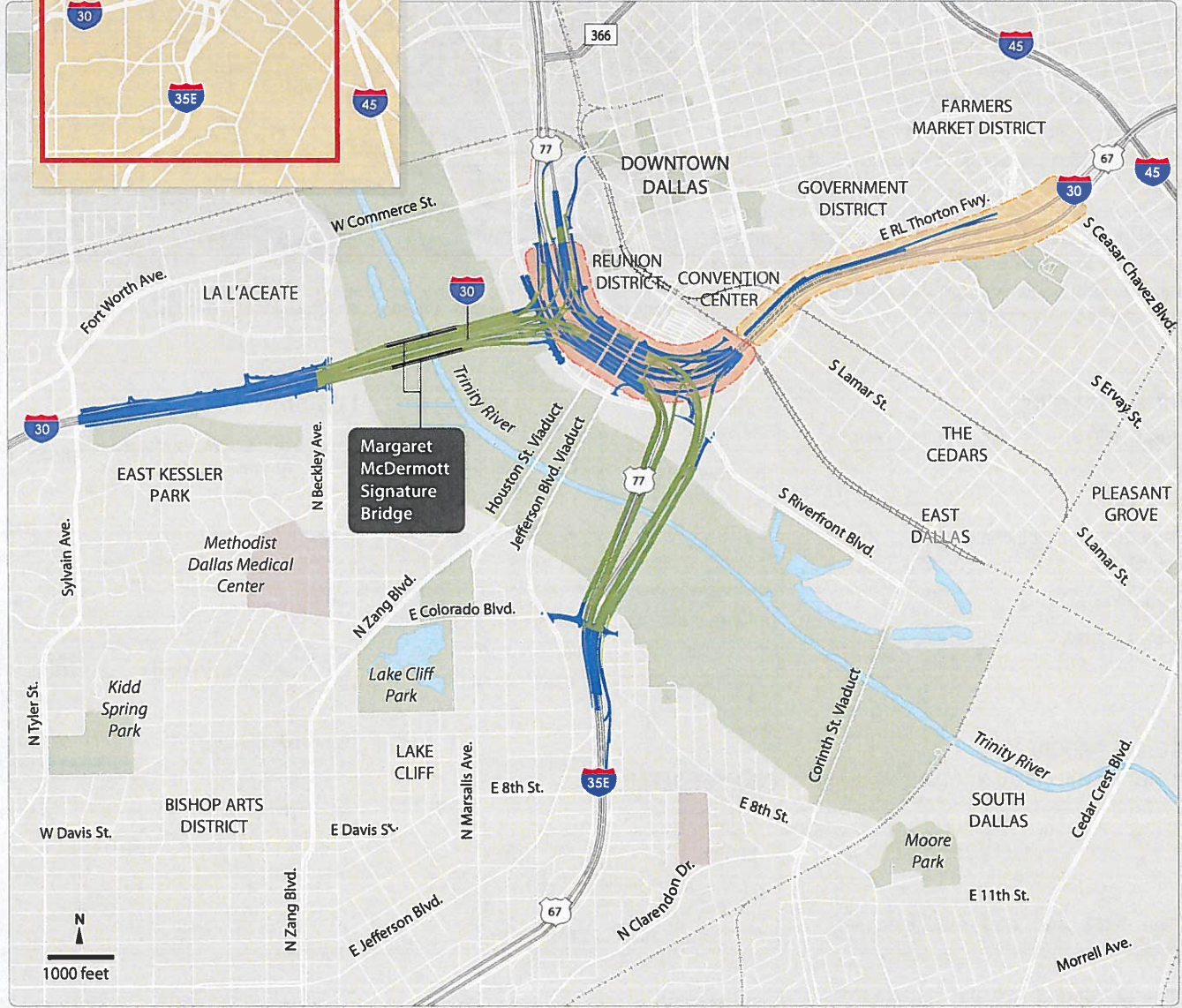
TxDOT graphic



PRELIMINARY HORSESHOE SCHEMATIC (APRIL 2012)



- New Bridges
- Canyon Area
- Mixmaster Area
- New Roadway Pavement



SOURCE: Texas Department of Transportation.

TxDOT graphic

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"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."

OVERVIEW

The Midtown Express (SH 183 Managed Lanes Project) is an interim project that will increase the capacity and reconstruct portions of State Highway (SH) 183, SH 114 and Loop 12. SH 183 has served North Texas' growing transportation needs since the 1940s. The current roadway dates back to 1959, and has remained relatively unchanged since 1973 when an additional mainlane in each direction was added. Today, the highway serves as a primary artery between Dallas and Fort Worth, but it can no longer adequately meet the demand of 150,000 to 170,000 vehicles per day. Plans include increasing the capacity of SH 183 and portions of SH 114 and Loop 12, with the addition of TEXpress (toll managed) Lanes. The TEXpress Lanes will feature dynamic tolling designed to keep traffic moving at 50 mph. The ultimate project for these roadways is not currently funded.



SOURCE: TxDOT.

TxDOT photo archive

June 2017: Main Street bridge opened to original capacity on June 19, 2017. Final completion expected by the end of the year.

PROJECT HISTORY

- **1998-2000** – Major Investment Study for future expansion
- **2002** – Unsolicited proposal received for SH 183/I-820 corridor redevelopment between Interstate 35W (I-35W) and I-35E
- **February 20, 2013** – A Request for Qualifications (RFQ) issued
- **November 7, 2013** – TxDOT issued a final Request for Proposals (RFP)
- **May 29, 2014** – Southgate Mobility Partners given conditional award
- **June 24, 2014** – Financial Public Hearings held simultaneously in Dallas County and in Tarrant County
- **November 20, 2014** – The contract between TxDOT and SouthGate executed
- **December 2, 2014** – The project reached Notice to Proceed 1 (NTP1) and **February 5, 2015** – Notice to Proceed 2 (NTP2)

PROJECT PROGRESS

- **SH 114**
 - In its final phase of construction, SH 114 is expected to be completed in late 2017.
- **SH 183 – Recent milestones include:**
 - Main St. bridge in Euless opened to original capacity.
 - Traffic moved to new pavement from Belt Line Rd to O'Connor Rd
 - Construction is 60% complete.

• SH 183 - Current construction:

- Constructing bridges and walls at all major intersections along SH 183 in Dallas, Irving and Euless.
- Continuing bridge and wall construction of direct connections between SH 183 and Loop 12.
- Switching traffic on SH 183 from Chemsearch to MacArthur onto new pavement
- Switching traffic onto new bridge across the Trinity river.

• Loop 12

- Major traffic switches implemented on north and southbound Loop 12 between I-35E and SH 183.

MIDTOWN EXPRESS PROJECT

(ESTIMATED OPERATION: 2018)

• Length

- SH 183 from SH 121 to I-35E: 14.8 miles
- SH 114 from SH 183 to International Parkway: 10.5 miles
- Loop 12 from SH 183 to I-35E: 2.5 miles

• Cost

- \$847.6 million (Design and Construction)

• Funding

- Funding sources include CAT 2, 7, 10 and 12. TxDOT has applied for a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan

• Right Of Way

- Acquisition is 99% complete

• Project

- Obtain right of way/ relocate utilities
- Reconstruct portions of frontage roads
- Reconstruct portions of mainlanes
- Construct one TEXpress Lane in each direction on SH 183 and Loop 12.
- Construct one TEXpress Lane in each direction on SH 114 from SH 183 to SH 161 and one WB TEXpress Lane on SH 114 from SH 161 to Int'l. Pkwy.

ULTIMATE PROJECT

(ESTIMATED OPERATION: TBD)

• Cost

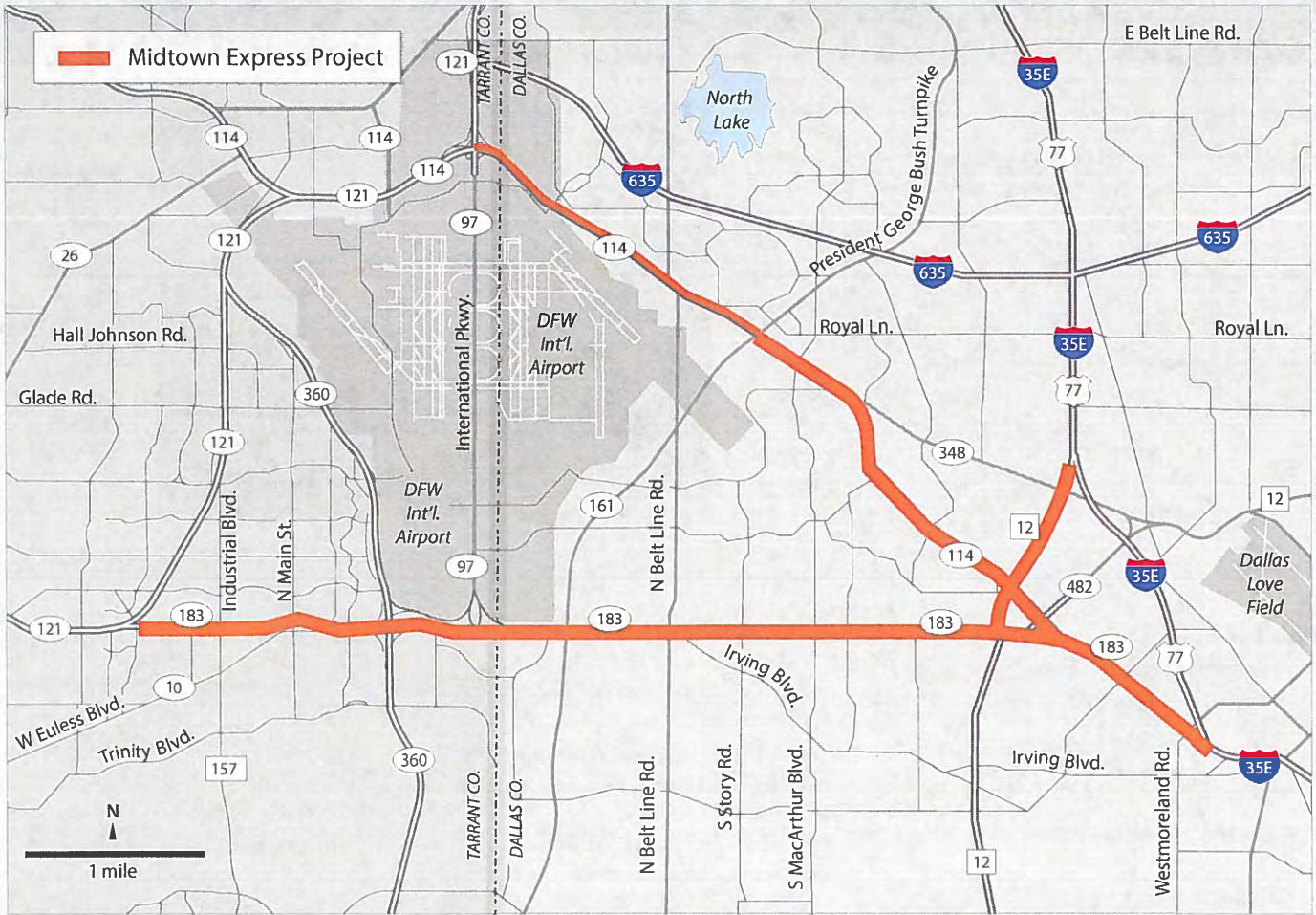
- \$2.5 billion (funding not identified)

• Project

- Add one mainlane in each direction in some locations
- Up to three TEXpress Lanes in each direction in some locations
- Continuous frontage roads where applicable
- Diamond Interchange completion

SCHEDULE

- Construction Start: April 2015
- Substantial Completion (Est.): 2018
- Ultimate construction to begin when funds become available



NOTE: Not to scale

TxDOT graphic

**SH 183:
(BETWEEN SH 121 AND I-35E)**

	Managed Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	2 - 3
Midtown Express (Interim)	1	3	2 - 3
Ultimate Project Config.	2 - 3	4	2 - 4

SH 114: (BETWEEN INT'L. PARKWAY AND ROCHELLE BOULEVARD)

	Managed Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	2 - 4	0 - 4
Midtown Express (Interim)	1*	2 - 4	0 - 4
Ultimate Project Config.	2	4	2 - 4

**LOOP 12:
(BETWEEN SH 183 AND I-35E)**

	Managed Lanes (Toll) (Each Dir.)	General Purpose Lanes (Each Dir.)	Frontage Lanes (Each Dir.)
Existing	0	3	0 - 3
Midtown Express (Interim)	1	3	0 - 3
Ultimate Project Config.	2R	4	2 - 3

* Managed lane in WB direction only from International Pkwy. to SH 161.

TxDOT graphic

PROJECT CONTACTS



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SH 360 SOUTH

TxDOT PROJECT TRACKER

FORT WORTH & DALLAS DISTRICTS

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OVERVIEW

SH 360 has mirrored the growth of southern Tarrant County for decades. The Texas Department of Transportation (TxDOT) first developed and opened portions of SH 360 in 1958, and the department has regularly improved and expanded one of the region's major north-south arteries ever since. South of Interstate 20, TxDOT has completed four projects since 1994 that extend mainlanes to Green Oaks Boulevard SE and extend frontage roads to US 287. Construction on the SH 360 toll lanes south of I-20 to US 287 began in November 2015 as part of a public-public partnership between TxDOT, the North Texas Tollway Authority (NTTA), and the North Central Texas Council of Governments (NCTCOG). The initial SH 360 project will add two toll lanes in each direction from approximately two miles south of I-20 near East Sublett Road to US 287. The project is being built using the design-build construction method, which typically cuts construction time in half.



Concrete paving for the new mainlanes near Debbie Lane

PROJECT HISTORY

- **1994** – First frontage road project south of I-20 (I-20 to New York Avenue)
- **1997** – Frontage road project (New York Avenue to East Broad Street)
- **2003** – Frontage road project (East Broad Street to US 287)
- **2006** – Interchange project at Green Oaks Boulevard including mainlanes from I-20 to Sublett Road
- **Dec. 5, 2013** – The Regional Transportation Council (RTC) approved a resolution to financially backstop TxDOT's \$300 million loan to develop, finance and construct SH 360
- **Jan. 16, 2014** – Environmental clearance received
- **Feb. 19, 2014** – NTTA's Executive Board approved the TxDOT/NTTA Project Development Agreement (PDA)
- **Feb. 27, 2014** – The Texas Transportation Commission (TTC) approved the PDA and authorized TxDOT to issue a Request for Qualifications (RFQ)
- **Mar. 11, 2014** – TxDOT issued an RFQ
- **Sept. 8, 2014** – TxDOT released the final Request for Proposals (RFP)
- **Feb. 26, 2015** – The Texas Transportation Commission conditionally awarded the development contract to Lane-Abrams Joint Venture
- **May 15, 2015** – The contract between TxDOT and Lane-Abrams Joint Venture was executed
- **Oct. 21, 2015** – Groundbreaking held

PROGRESS

BRIDGE OPENINGS

- Lynn Creek Parkway/Webb Lynn Road: Opened May 2017
- Broad Street: Opened June 2017
- Heritage Parkway: est. Summer 2017
- Debbie Lane/Ragland Road: est. Summer 2017
- Sublett Road/Camp Wisdom Road: est. early 2018
- Holland Road: est. early 2018
- US 287 over SH 360: est. early 2018
- Lone Star Road: Spring 2018
- New York Avenue: Spring 2018

PROJECT FACTS

LENGTH

- Green Oaks Boulevard to US 287: 9.7 miles

COST

- Initial project cost: \$340 million with the partnerships

INITIAL PHASE

- Sublett Road/Camp Wisdom Road to US 287: two toll lanes each direction
- Continuous non-tolled frontage roads
- US 287 NB and SB mainlane bridges over SH 360 frontage road
- A portion of US 287 NB frontage road and ramps
- Cross street improvements

ULTIMATE PHASE

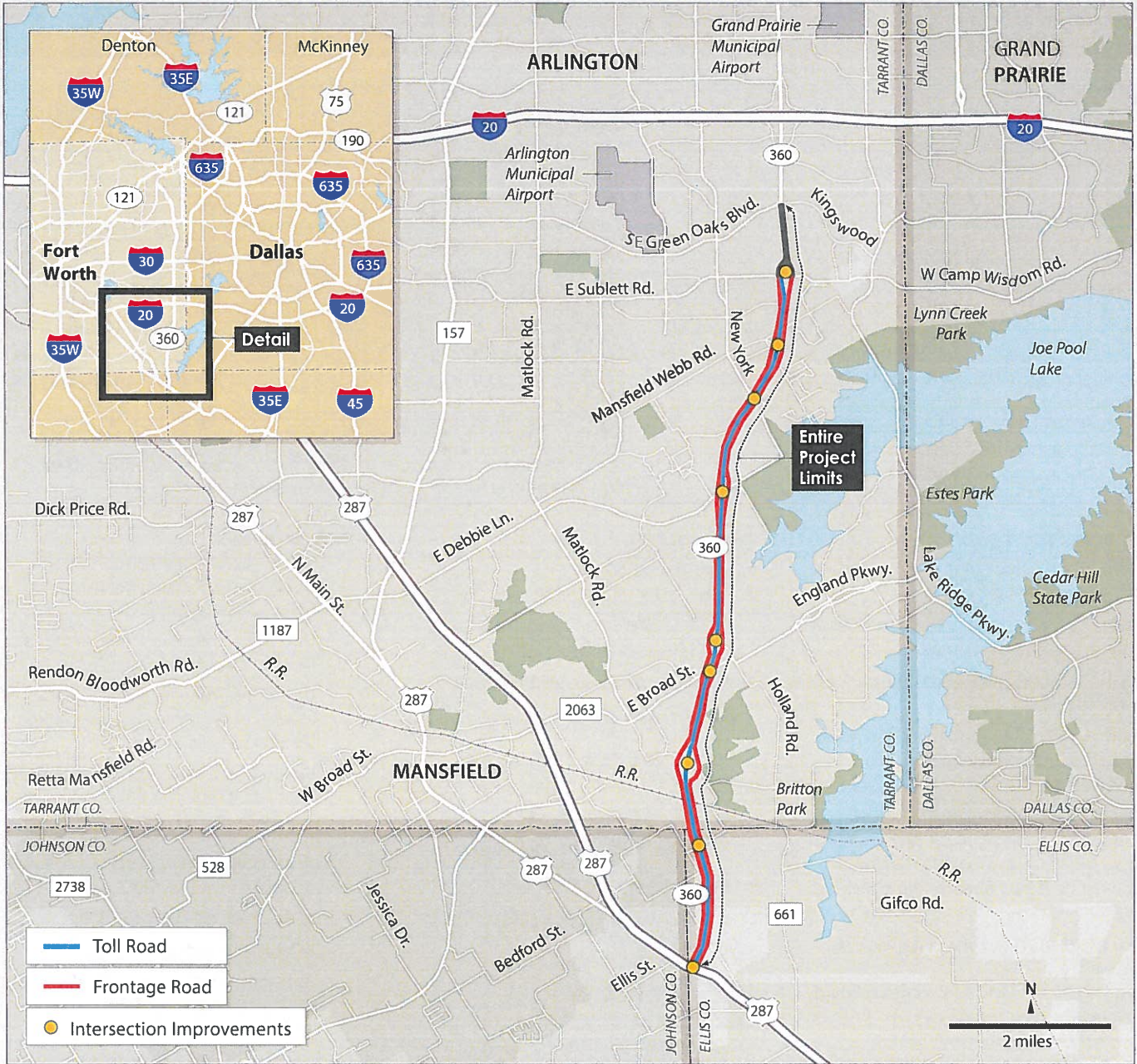
- Sublett Road/Camp Wisdom Road to Debbie Lane/Ragland Road: four toll lanes each direction
- Debbie Lane/Ragland Road to US 287: three toll lanes each direction
- US 287 interchange improvements, will include direct connectors to and from SH 360 northbound.
- Funds for the ultimate phase have not been identified.

TRAFFIC COUNTS (VEHICLES PER DAY, 2015)

- At Bardin Road: 89,000
- At Southeast Parkway: 53,000
- At Holland Road: 31,000
- Anticipated traffic south of I-20 (2030 projection): 174,000

ANTICIPATED SCHEDULE (INITIAL)

- Start of construction: November 2015
- Substantial completion: Spring 2018



NOTE: Project area is not drawn to scale in order to emphasize details.

Roadway and Limits	Existing frontage road lanes (Each direction)	Initial frontage road lanes (Each direction, spring 2018)	Initial toll lanes (Each direction, spring 2018)	Ultimate toll lanes (Each direction)
SH 360 from Sublett Road/Camp Wisdom Road to Debbie Lane/Ragland Road	2	2	2	4
SH 360 from Debbie Lane/Ragland Road to US 287	1-2	2	2	3

SOURCE: Texas Department of Transportation.

TxDOT graphic

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I-30/SH 360 INTERCHANGE PROJECT

TxDOT PROJECT TRACKER

www.keep30360moving.org/

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



OVERVIEW

Recognizing the growing transportation needs of the Metroplex, the Texas Department of Transportation (TxDOT) started construction on the \$233 million Interstate 30/State Highway 360 Interchange Project in Spring 2016. The improvements to the area will increase safety, connectivity and mobility for motorists. The project will transition the original 1950s Dallas-Fort Worth Turnpike cloverleaf design into a modern, fully-directional interchange with connection ramps for all movements between I-30 and SH 360.

The I-30 and SH 360 mainlanes will also be built with additional auxiliary lanes added to I-30, one lane in each direction added on SH 360 within the project limits, and the Six Flags Drive bridge over I-30 will be rebuilt from two lanes to five lanes (three southbound and two northbound lanes), extending Six Flags Drive north to Avenue H. The construction project limits are on I-30 between Ballpark Way and Great Southwest Parkway and SH 360 between Brown Boulevard/Avenue K and Road to Six Flags Street.



Construction on the I-30/SH 360 Interchange Project in Arlington. The \$233 million project will increase safety, connectivity and mobility for motorists.

PROJECT HISTORY TIMELINE

1957 – The Dallas-Fort Worth Turnpike (later to become I-30) completed from Fort Worth to Dallas.

1959 – SH 360 (formerly Watson Road) was constructed from SH 183 to SH 180, crossing the then Dallas-Fort Worth Turnpike.

2007 – TxDOT completed the original schematic and received environmental clearance for improvements to SH 360 from Brown Boulevard/Avenue K to Green Oaks Boulevard (including the I-30/SH360 interchange).

2010 – Cooper Street to Ballpark Way (2.8 miles) in Arlington - reconstruction of the I-30 mainlanes and construction of I-30 frontage roads, collector-distributor roads, ramps, and cross street bridges at Center Street, Collins Street and Baird Farm Road/AT&T Way.

2010 – Center Street to the Dallas County line - construction of two HOV lanes on I-30 (one lane in each direction).

2015 – TxDOT issued environmental clearance on the re-evaluation for the ultimate improvements to I-30.

March 2, 2016 – I-30/SH 360 Interchange Project groundbreaking event.

PROJECT FACTS

LENGTH

- I-30 - Approx. 2 miles
- SH 360 - Approx 1.5 miles

PROGRESS

- Completed new SH 360 southbound frontage road bridge over I-30. Work continues on bridge approaches and frontage road.

- Began installation of bridge beams for SH 360 southbound to I-30 eastbound and westbound direct connector ramps and began placing bridge decks.
- Continued constructing bridge substructures for southbound frontage road across Johnson Creek, and new direct connector ramps (1) I-30 eastbound to SH 360 northbound and SH 360 southbound, (2) for SH 360 southbound to I-30 westbound and I-30 eastbound, and (3) I-30 westbound to SH 360 southbound.
- Continued building I-30 mainlane and collector-distributor structures over Johnson Creek.
- Continue storm drain installation throughout project.
- Began work on Six Flags Dr. bridge substructure.

Cost

- \$233 million

FINAL CONFIGURATION

- Fully-directional interchange with connection ramps for all movements between I-30 and SH 360
- I-30 and SH 360 mainlanes will be rebuilt with additional auxiliary lanes added to I-30 and an additional lane in each direction on SH 360 within the project limits.
- Rebuilding the Six Flags Drive bridge over I-30 from two lanes to five lanes extending Six Flags Drive north to Avenue H.

2015 TRAFFIC COUNTS (project area)

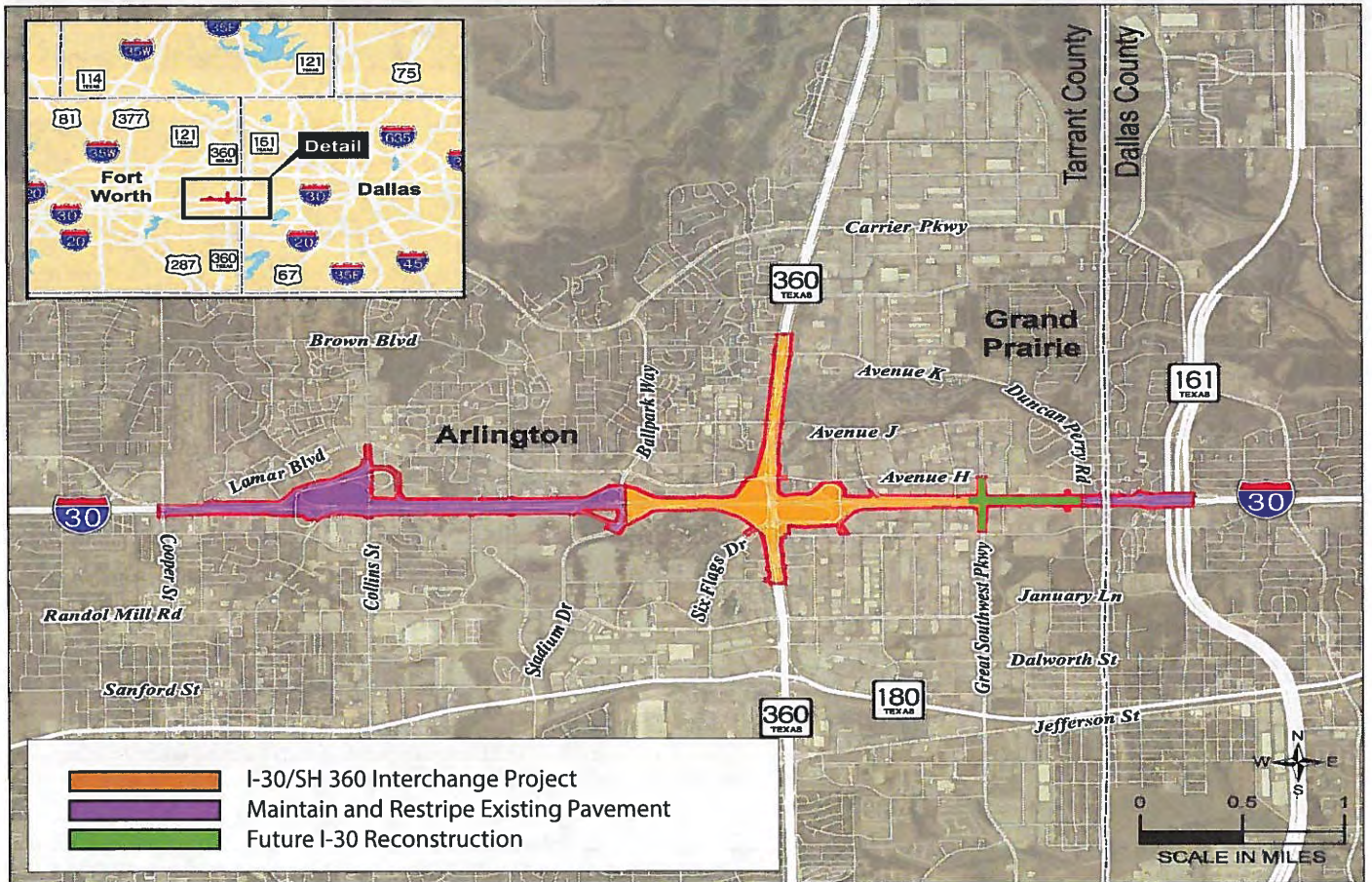
- I-30 - 133,000 vehicles per day
- SH 360 - 183,000 vehicles per day

ANTICIPATED COMPLETION

- 2020

2025 PROJECTED TRAFFIC

- I-30 is 234,000 vehicles per day
- SH 360 is 235,000 vehicles per day



Roadway and Limits	Existing Facility	Proposed Facility
I-30 from Cooper Street to SH 161		
General Purpose Lanes in Each Direction	3 lanes	3 lanes (plus aux. lanes)
Frontage Road/Collector-Distributor Lanes in Each Direction		
– from Cooper St. to Ballpark Way	2 to 3 lanes discontinuous	2 to 3 lanes discontinuous
– from Ballpark Way to SH 161	2 to 3 lanes discontinuous	2 to 3 lanes discontinuous
Managed Toll/HOV Lanes in Each Direction	1 concurrent lane	1 concurrent lane interim / 2 reversible lanes in ultimate
SH 360 from Brown Blvd./Ave. K to Road to Six Flags St.		
General Purpose Lanes in Each Direction	3 (plus aux. lanes)	3 to 4 (plus aux. lanes)
Frontage Road Lanes in Each Direction	2 to 3 lanes	3 lanes

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