

AGENDA

**Regional Transportation Council
Thursday, September 10, 2015
North Central Texas Council of Governments**

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

- 1:00 – 1:05 1. Approval of August 13, 2015, Minutes**
☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Mark Riley, RTC Chair
Item Summary: Approval of the August 13, 2015, minutes contained in [Reference Item 1](#) will be requested.
Background: N/A

- 1:05 – 1:05 2. Consent Agenda**
☒ Action ☐ Possible Action ☐ Information Minutes: 0
- 2.1. Advertising for Transportation Initiatives**
Presenter: Mindy Mize, NCTCOG
Item Summary: Staff will seek the Council's recommendation to the North Central Texas Council of Governments (NCTCOG) Executive Board for approval of approximately \$817,000 in new funding for Fiscal Year (FY) 2016 transportation advertising initiatives.
Background: Since 2014, the NCTCOG Executive Board has been authorizing large scale advertising purchase and placement initiatives annually for the Transportation Department. [Reference Item 2.1.1](#) explains the benefits of this initiative and showcases cost savings obtained from bulk advertising purchasing. [Reference Item 2.1.2](#) provides more information on FY2016 advertising costs including carry-over and the new funding request amounts, along with examples of past advertising. Advertising campaigns will support AirCheckTexas, Bike/Pedestrian Safety, Congestion Demand Management, Notifications of Opportunities for Public Input/Public Meetings, Ozone Season Emissions Reduction Campaign, and Vehicle Technologies Program. Last month, the Surface Transportation Technical Committee recommended Regional Transportation Council approval.

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

1. Livestreaming of the Regional Transportation Council (RTC) Meeting
2. Recognition of Danny Scarth for Service on the RTC

3. RTC New Member Orientation Held on September 4: Video available at <http://www.nctcog.org/trans/committees/rtc/video.asp> Under the Other Workshops and Meetings Tab
4. September Public Meeting Notice ([Electronic Item 3.1](#))
5. Unmanned Aircraft Systems Fact Sheet ([Electronic Item 3.2](#))
6. Ozone Season Update ([Electronic Item 3.3](#))
7. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.4](#)) (Handout)
8. AirCheckTexas Replacement Relaunch ([Electronic Item 3.5](#))
9. Clean Cities Annual Report Results ([Electronic Item 3.6](#))
10. National Drive Electric Week Event, September 19 ([Electronic Item 3.7](#)) (Handout)
11. Strategic Highway Research Program 2 (SHRP2) PlanWorks Funding Award
12. Texas Transportation Institute 2015 Urban Mobility Scorecard ([Electronic Item 3.8](#))
13. Travel Demand Management Performance Measures ([Electronic Item 3.9](#))
14. Recent Correspondence ([Electronic Item 3.10](#))
15. Recent News Articles ([Electronic Item 3.11](#))
16. Recent Press Releases ([Electronic Item 3.12](#))
17. Transportation Partners Progress Reports

1:20 – 1:30

4. Statewide Proposition 7 Position Statement

- ☒ Action ☐ Possible Action ☐ Information Minutes: 10
- Presenter: Amanda Wilson, NCTCOG
- Item Summary: The Regional Transportation Council (RTC) will be briefed on Proposition 7, the proposed constitutional amendment for transportation funding that will appear on the November 3, 2015, ballot for voter approval. The RTC will be asked to take action on [Reference Item 4.1](#), a position statement supporting statewide Proposition 7. Additional information can be found in [Electronic Item 4.2](#).
- Background: The 84th session of the Texas Legislature adjourned on June 1, 2015, during which SJR 5 was approved. SJR 5 proposes a constitutional amendment that could result in \$2.5 billion per year for the State Highway Fund beginning in September 2017, as well as direct a portion of the motor vehicle sales tax to go toward transportation beginning in September 2019.

1:30 – 1:40

5. Collin County Funding Partnership Proposal

- ☒ Action ☐ Possible Action ☐ Information Minutes: 10
- Presenter: Chris Klaus, NCTCOG
- Item Summary: Staff will request Regional Transportation Council (RTC) approval to enter into a funding partnership with Collin County.
- Background: Collin County took measures to opt out of the Low-Income Repair and Replacement Assistance Program/Local Initiative Projects (LIRAP/LIP) last year when program funding continued to be severely restricted. However, lengthy rulemaking processes have delayed its withdrawal from the programs. Since the 84th Texas Legislature restored full funding to the programs, Collin County suspended its withdrawal from

LIRAP/LIP, but remains concerned about fully utilizing its portion of the funds. Staff will brief the Council on a proposed partnership with Collin County to exchange LIRAP/LIP funds for Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds so the nonattainment area is able to fully utilize all available revenue to the region. Staff is recommending exchanging \$1.5 million of LIRAP/LIP funds for CMAQ funds. Collin County will use the CMAQ funds for various air quality projects and the LIRAP/LIP funds will be shared among other participating counties for eligible air quality initiatives. The RTC needs to approve all CMAQ projects with a demonstrated air quality benefit. Last month the Surface Transportation Technical Committee recommended RTC approval. [Reference Item 5](#) provides additional details.

1:40 – 1:55

6. **Creation of the Metropolitan Planning Organization Revolver Fund and Partnership with Dallas County**

☒ Action ☐ Possible Action ☐ Information Minutes: 15

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will update the Council on the latest activities regarding the “Category 4: Sell Transportation Development Credits (TDCs) to Texas Department of Transportation (TxDOT) and other Metropolitan Planning Organizations (MPOs)” initiative. In addition, staff will request Regional Transportation Council (RTC) approval of a funding partnership with Dallas County to create an MPO Revolver Fund.

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

In July 2013, the RTC allocated 150 million, of the total 465 million TDCs, to transfer to TxDOT and other MPOs. As part of this effort, staff began negotiations with those agencies, which has resulted in a partnership proposal with TxDOT and Dallas County. A sale to other MPOs is not likely to occur as other MPOs have not shown interest in the program. In June 2014, the Texas Transportation Commission (TTC) approved the transfer of 100 million TDCs for a \$10 million MPO Revolver Fund. As part of this action, the TTC set aside \$10 million in Category 12 funds that can be used to free up local funds for the MPO Revolver Fund. Staff briefed the RTC at the July 2014 meeting regarding TxDOT’s action, and the concept was taken out to the public for review and comment.

Over the last year, NCTCOG, TxDOT and Dallas County have inventoried Dallas County projects, in which Category 12 funds can be used, and local funds can be transferred to the RTC for

the Revolver Fund. [Reference Item 6](#) contains additional details on this effort and on the projects identified for the exchange with Dallas County.

- 1:55 – 2:10** 7. **Proposition 1 – Phase 2 Draft Listings (Fiscal Years 2016 and 2017)**
☐ Action ☐ Possible Action ☒ Information Minutes: 15
Presenter: Adam Beckom, NCTCOG
Item Summary: Staff will brief the Council on the latest developments regarding Proposition 1 – Phase 2 and present draft project listings.
Background: In November 2014, Texas voters approved Proposition 1, which provided \$1.74 billion to the State Highway Fund in the first year. The Dallas-Fort Worth region received approximately \$367.6 million funds in year one, and it is anticipated to receive \$268.1 million in year two and \$263.91 million in year three. The Regional Transportation Council (RTC) and the Texas Department of Transportation (TxDOT) selected year one projects in February 2015. Since that time, TxDOT and the North Central Texas Council of Governments (NCTCOG) staffs have collaborated to develop a draft list of proposed Proposition 1 projects for Fiscal Years (FY) 2016-2018. Eligible projects include engineering, right-of-way acquisition, and construction of traditional roadways, excluding toll roads. NCTCOG staff will present a draft list of proposed Proposition 1 – Phase 2 projects at public meetings in September 2015. [Electronic Item 7](#) is the inventory of proposed Proposition 1 projects with recommended projects in FY2016 and FY2017.
- 2:10 – 2:20** 8. **High-Occupancy Vehicle Subsidy Report**
☐ Action ☐ Possible Action ☒ Information Minutes: 10
Presenter: Natalie Bettger, NCTCOG
Item Summary: Staff will provide an update to the Regional Transportation Council (RTC) on the most recent managed lane performance report.
Background: As part of the adoption of the Toll Managed Lane and High-Occupancy Vehicle/Express Managed Lane policies, the RTC requires regular reports provided by the Texas Department of Transportation regarding performance of the managed lane facilities and the North Texas Tollway Authority regarding customer service demands. Staff will present an overview of the performance of the operational managed lanes in the region.
- 2:20 – 2:30** 9. **DFW Connector Pilot Study Update**
☐ Action ☐ Possible Action ☒ Information Minutes: 10
Presenter: Ken Kirkpatrick, NCTCOG
Item Summary: The Regional Transportation Council will be briefed on the status of the DFW Connector Pilot Program related to pay-by-mail surcharges.
Background: The DFW Connector Pilot Project was initiated with the commencement of tolls on the project in July 2015. The pilot seeks to test whether increasing the pay-by-mail toll surcharge

will offset the toll collection risk associated with users of the managed lanes who do not have toll tags. Lessons learned in the pilot could be applied to the IH 35W managed lanes, when open, in order to reduce the toll collection risk that the Texas Department of Transportation has in that corridor.

- 2:30 – 2:40** 10. **Transportation Investment Generating Economic Recovery School Siting Program**
- ☐ Action ☐ Possible Action ☒ Information Minutes: 10
- Presenter: Karla Weaver, NCTCOG
- Item Summary: Staff will present information on the Community Schools and Transportation Program funded through the 2014 Transportation Investment Generating Economic Recovery (TIGER) planning grant. Staff will be hosting a workshop in October to include Regional Transportation Council (RTC) members, independent school district (ISD) superintendents, and school board members.
- Background: The US Department of Transportation awarded the North Central Texas Council of Governments (NCTCOG) a TIGER planning grant in 2014 to promote improved coordination between school districts, local governments, and transportation agencies and to assist with implementing portions of the RTC School Policy. NCTCOG has created the Community Schools and Transportation Program that will focus on the creation of a regional working group, best practice research on school siting, and implementation of pilot projects related to transportation safety and multimodal transportation connections. All school types will be included.
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- 2:40 – 2:50** 11. **Managed Lane Auto-Occupancy Verification Procurement**
- ☐ Action ☐ Possible Action ☒ Information Minutes: 10
- Presenter: Ken Kirkpatrick, NCTCOG
- Item Summary: The Regional Transportation Council (RTC) will be briefed on the status of the joint Texas Department of Transportation (TxDOT)/RTC auto-occupancy verification procurement for managed lane corridors.
- Background: The RTC's Tolloed Managed Lane Policies provide for discount for high-occupancy vehicles (HOVs) of 50 percent during the peak periods. The occupancy requirement for the discount is two or more occupants (2+) and may go to three or more occupants (3+) on or after June 1, 2016, as determined by the RTC. The policy is enforced manually with technology support, but provides that over time more advanced technology verification will be phased in. To that end TxDOT, working in coordination with RTC staff, has initiated a procurement to acquire a technology solution to provide automated vehicle occupancy verification in order to receive the HOV discount (2+ or 3+).

- 2:50 – 3:00**
12. **Update on Southern Gateway, IH 635E, US 75, and Texas Department of Transportation Dallas CityMAP Initiative**
☐ Action ☐ Possible Action ☒ Information Minutes: 10
Presenter: Michael Morris, NCTCOG
Item Summary: Staff will provide the latest thinking regarding the Southern Gateway, IH 635E, and US 75 project in Collin County. In addition, staff will present certain mobility ideas that cannot yet be included in the Mobility Plan process.
Background: The Regional Transportation Council will be briefed on the latest status of priority funding projects in the eastern subregion. These initiatives are on the upcoming November Proposition 7 referendum and Texas Transportation Commission policy.
13. **Progress Reports**
☐ Action ☐ Possible Action ☒ Information
Item Summary: Progress Reports are provided in the items below.
- RTC Attendance ([Reference Item 13.1](#))
 - STTC Attendance and Minutes ([Electronic Item 13.2](#))
 - Local Motion ([Electronic Item 13.3](#))
14. **Other Business (Old or New)**: This item provides an opportunity for members to bring items of interest before the group.
15. **Future Agenda Items**: This item provides an opportunity for members to bring items of future interest before the Council.
16. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, October 8, 2015, at the North Central Texas Council of Governments.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL
August 13, 2015**

The Regional Transportation Council (RTC) met on Thursday, August 13, 2015, at 1 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Monica R. Alonzo, Bruce Arfsten, Douglas Athas, Brian Barth, Carol Bush, Elba Garcia (representing Mike Cantrell), Sheri Capehart, Rudy Durham, Andy Eads, Charles Emery, Mark Enoch, Gary Fickes, Robert Franke, Sandy Greyson, Mojoy Haddad, Roger Harmon, Clay Jenkins, Greg Giessner (representing Ron Jensen), Jungus Jordan, Lee Kleinman, Stephen Lindsey, Travis Ussery (Brian Loughmiller), David Magness, Scott Mahaffey, Maher Maso, Stan Pickett, Mark Riley, Kevin Roden, Amir Rupani, Kelly Selman, Lissa Smith, Mike Taylor, Stephen Terrell, Oscar Trevino, William Velasco II, Oscar Ward, Bernice J. Washington, Duncan Webb, Glen Whitley, Kathryn Wilemon, Erik Wilson, and Ann Zadeh (representing Zim Zimmerman).

Others present at the meeting were: Vickie Alexander, Al Almasy, Gustavo Baez, Paul Ballard, Berrien Barks, Bob Baulsir, Carli Baylor, Brandy Bissland, Alberta Blair, Cal Bostwick, Tanya Brooks, Bob Brown, John Brunk, Chris Burkett, Loyl Bussell, David Cain, Marrk Callier, Jack Carr, Angie Carson, Sarah Chadderdon, Dev Chelliah, Lori Clark, Hal Cranor, Mike Curtis, Ruben Delgado, Gordon Dickson, Kim Diederich, Jerry Dittman, David Dryden, Mike Eastland, Traci Enna, Megan Everett, Kevin Feldt, Keineth Fuller, Bob Golden, Christie Gotti, Gary Graham, Christine Graygor, Bob Hall, Jennifer Hall, Scott Hall, Tommy Henderson, Rebekah Hernandez, Jesse Herrera, Robert Hinkle, Amy Hodges, Jodi Hodges, Tracy Homfeld, David Hosseiny, Bennett Howell, Yagnesh Jamarwala, Kate Kerr, Dan Kessler, Karen Khan, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Mert Kurtulus, Renee Lamb, Dan Lamers, April Leger, Eron Linn, Sonny Loper, Paul Luedtke, Mickey Marlow, Steve McCullough, Adam McGough, Tim McKay, Chad McKeown, Michael Miles, Cliff Miller, Amy Moore, Michael Morris, Elizabeth Mow, Erica Mulder, Jeff Neal, Mark Nelson, Markus Neubauer, Emily Nicholson, Nick Page, John Polster, James Powell, Vercie Pruitt-Jenkins, Molly Rendon, Karen Richard, Milton Rickter, Bill Riley, Tito Rodriguez, Kyle Roy, Steve Salin, Russell Schaffner, Cathy Scott, Lori Shelton, Walter Shumac, Randy Skinner, Rick Stopfer, Jahnae Stout, Gerald Sturdivant, Vic Suhm, Gary Thomas, Mark Titus, Lauren Trimble, Frank Turner, Amy Wasielewski, Kendall Wendling, Devin Wenske, Elizabeth Whitaker, Brian Wilson, Bruce Wood, Mykol Woodruff, Ed Wueste, and Ralph Zaragoza.

1. **Approval July 9, 2015, Minutes:** The minutes of the July 9, 2015, meeting were approved as submitted in Reference Item 1. Rob Franke (M); Charles Emery (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **2015 Federal Transit Administration Programs Call for Projects: Project Recommendations:** A motion was made to approve the 2015 Federal Transit Administration Programs Call for Projects funding recommendations provided in Reference Item 2.1.2. Details were provided in Electronic Item 2.1.1.

Rob Franke (M); Kathryn Wilemon (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris reviewed items in the Director of Transportation Report. Members were reminded that if they would like to receive Regional Transportation Council (RTC) meeting packets by e-mail only to notify April Leger. He noted that possible action was listed on the agenda related to the Texoma Area Paratransit System, a transit provider in Collin County. Concerns have been raised with regard to vehicle procurements. Staff has worked with the Federal Transit Administration to procure vehicles for the elderly and disabled in Collin County that is inside the Dallas-Fort Worth urbanized area but outside of the Dallas Area Rapid Transit service area. He noted that no action is needed as this time and staff will be working with the Texas Department of Transportation (TxDOT) Transit Division and TxDOT Headquarters to resolve related financial and technical issues. He noted that both the House and the Senate have approved a three-month extension of federal transportation legislation until October 29, 2015. Funding has been approved until December. The Senate has approved a six-year bill, but the House has not approved a long-term bill at this time. In addition, anticipated Proposition 1 allocations were highlighted on the agenda. North Central Texas Council of Governments and TxDOT staffs have worked with entities and are prepared to present Proposition 1 allocation recommendations to members over the next two months. Mr. Morris also noted that three options have been provided for the upcoming RTC new member orientation. Members were asked to provide their desired date of attendance to Vercie Pruitt-Jenkins by August 17. In addition, he reminded members that RTC meetings would be livestreamed beginning in September 2015. Oscar Ward announced some of the elected officials who would be speaking at the Irving 2015 Transportation and Water Summit on August 18-19. RTC Chair Mark Riley noted that members of the public have requested that RTC members state their names and entity when they speak during meetings. July public meeting minutes were provided in Electronic Item 3.1. The current copy of Mobility Matters was provided as a handout at the meeting. The current ozone season update was provided in Electronic Item 3.2, information regarding National Drive Electric Week was provided in Electronic Item 3.3, and air quality funding opportunities for vehicles were provided in Electronic Item 3.4. In addition, recent correspondence as provided in Electronic Item 3.5, recent new articles in Electronic Item 3.6, and recent press releases in Electronic Item 3.7. Transportation partner progress reports were provided at the meeting.
4. **Proposed Regional Transportation Council Air Quality and Management/Operations Programs and Projects: Response to New Air Quality Conformity Initiatives:** Christie Gotti presented proposed Regional Transportation Council (RTC) air quality and management/operations programs and projects, as well as a proposed partnership with Denton County. As part of the development of the 2017-2020 Transportation Improvement Program (TIP), staff has reviewed regional projects/programs to ensure that funding is available to continue the projects/programs without interruption. These types of programs help reduce emissions and increase air quality effectiveness in the region, such as reducing nitrogen oxide emissions that allow the region to reach established budgets. A recommended project list was included in Reference Item 4.1. In addition, details regarding the overall program were provided in Electronic Item 4.2. The project funding request totals approximately \$63 million. Of that, approximately \$44 million is passed through to other agencies to implement some of the programs. In addition, Ms. Gotti discussed the proposed partnership with Denton County through the upcoming Proposition 1 project selection. There are many projects already proposed to receive Proposition 1 funds that have existing RTR funds in Denton County. Staff proposed to increase the Proposition 1 allocation to projects with Denton County RTR funds to free up funding for efforts such as the regional programs mentioned. Staff has worked with Denton County and proposed to split the RTR funds with 50 percent to remain in the Denton County RTR account and 50 percent to be allocated to

the regional account for use on the projects presented. Staff anticipates approximately \$45 million from this effort and proposed to allocate \$22.5 million to the Denton County RTR account and \$22.5 million to the regional account. Staff is in early conversations with Collin County staff regarding a potential partnership and intends to work with Dallas County, as well. Sandy Greyson asked how Denton County's \$45 million in RTR funds would be allocated. Ms. Gotti noted that the \$45 million is on projects in Denton County that already have RTR funds. Staff is proposing that half of the funds be placed back into the Denton County RTR pool and half placed into a regional pool. Michael Morris noted that this partnership will allow Proposition 1 funds to be used for on-system projects and allow RTR funds to be used on regional air quality programs. Similar partnerships may be available for Collin and Dallas Counties since the majority of RTR funds were allocated to the eastern part of the region. This proposal will help the RTC fund projects with local funds versus federal funds, making it easier to implement RTC requests with local funds and keep federal funds for larger projects. In the future, CMAQ may then be allocated to transit instead of traffic signal-type projects. Ms. Greyson asked if this was the strategy, for CMAQ funds to then be available to go to transit. Mr. Morris noted that the federal government awards CMAQ funds to regions and the Texas Legislature has instructed that all the new revenues not be used on toll or transit projects. These types of options allow flexibility to fund regional programs requested by the RTC, such as regional rail, with the most eligible funding source. He noted that this is not a formal policy and that staff will begin conversations regarding this type of flexibility in funds during the Mobility 2040 item presentation. A motion was made to approve the RTC Air Quality and Management/Operations projects listed in Reference Item 4.1, the proposed Denton County RTR/Proposition 1 partnership outlined in Electronic Item 4.2, and to allow staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program to include the proposed funding. Andy Eads (M); Glen Whitley (S). The motion passed unanimously.

5. **Formalization of the Regional Vehicle Loaner Program:** Michael Morris provided an overview of the proposed Regional Transportation Council (RTC) Vehicle Loaner Program. Since 2003, the North Central Texas Council of Governments (NCTCOG) has served as the designated recipient of Federal Transit Administration (FTA) funds on behalf of small transit providers. Since 2009, NCTCOG has competitively procured transit vehicles to reduce the administrative burden and risk, as well as lower costs. The first group of vehicles purchased are now reaching the end of their FTA-defined useful life and have been replaced by newer models. Vehicles meeting age, mileage, and condition requirements could be placed into a pool to be utilized by regional agencies in need of vehicles. Vehicles are generally smaller vehicles useful to rural providers. Mr. Morris highlighted the program structure which will include subgrantees, nontraditional providers, or other FTA grantees and using varying contracting mechanisms. This will likely be a one-time transfer. Details were provided in Reference Item 5.1. Because the NCTCOG holds the title of the vehicles, the Executive Board will also be asked to approve the proposed program since the proposed program involves a change of title from NCTCOG to the new entity. Correspondence to the FTA was provided in Electronic Item 5.2. An example utilizing the loaner program is a Denton County Transportation Authority new pilot service. Mike Taylor asked what entity will assume the maintenance responsibility of the vehicles and if there is governmental immunity that protects the RTC from any future liability. Mr. Morris noted that the maintenance responsibilities will transfer along with the title transfer to the new entity. There is no current NCTCOG liability for holding the title, and legal staff will ensure that no future liabilities are gained through the program. RTC Chair Mark Riley agreed that if there is a title change, there should be no responsibility, but asked if that would be a different situation if the vehicles were loaned. Mr. Morris noted that "loaner" may be too generic of a title. A new title

will be issued to the new owner. A motion was made to approve the Regional Transit Loaner Program outlined in Reference Item 5.1 and allow staff to proceed with implementation. Rob Franke (M); Mike Taylor (S). The motion passed unanimously.

6. **Recognition of Federal Loan for IH 35E and Inclusion in the Transportation**

Improvement Program: Christie Gotti discussed a request for the Regional Transportation Council (RTC) to recognize the Texas Department of Transportation's (TxDOT's) anticipated receipt of the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program loan for IH 35E and include the funds in the Transportation Improvement Program (TIP). The project, IH 35E between IH 635E and US 380, has let and can no longer be amended through the Statewide Transportation Improvement Program (STIP) process. The requested approval will allow staff to meet TxDOT's need to have RTC reconfirm support of the TIFIA loan and provide a TIP listing in the form of a TIP modification for the project. Ms. Gotti provided background on the project, noting that in May 2012 the RTC passed a resolution outlining the guiding principles for development of the IH 35E project. A copy of the resolution was provided in Electronic Item 6.3. In December 2012, the Texas Transportation Commission conditionally awarded the project and in May 2013 TxDOT executed the final agreement to begin implementation. Around the same time, RTC was asked to consider several options to be advanced with the baseline project. A copy of the resolution at that time was provided in Electronic Item 6.4, which included references to the TIFIA loan for the project. The Federal Highway Administration (FHWA) does not believe these references are sufficient to confirm receipt of the TIFIA loan, so additional approval is needed. She discussed the LBJ loan repayment of \$57 million and the RTR Local funding swap for the project, noting that both partnerships have been fulfilled. Construction on the project officially began in October 2013 and is estimated to be completed in mid-2017. Previously approved sources of funding for the IH 35E options were highlighted, including \$215 million from the pending TIFIA loan. To ensure that there was sufficient funding in the event that the TIFIA loan was not received, RTC approved the use of Denton County RTR funds as a backstop. With the receipt of TIFIA funds likely, Phase 1 funding for IH 35E now includes approximately \$1.2 billion for all phases, \$40 million for the IH 35E/IH 635 Interchange added scope, and \$285 million from the TIFIA loan program totaling almost \$1.5 billion to complete the project. Ms. Gotti also discussed the additional costs of \$285 million for the options and \$40 million for the IH 35E/IH 35 Interchange. Funding and costs are in line with one another. Currently, the TIFIA award is eminent and higher than expected, \$285 million versus \$215 million. The FHWA is seeking the RTC's recognition of the loan to TxDOT and for inclusion of that loan into the TIP listings. TxDOT anticipates closing on the loan by November 2015. Section 1 and Section 2 of the resolution provided in Reference Item 6.1 recognizes receipt of the \$285 million in TIFIA loan funds and instructs NCTCOG staff to coordinate with TxDOT and FHWA to incorporate those TIFIA program funds into the TIP listings for IH 35E. A motion was made to approve the RTC resolution R15-02 contained in Reference Item 6.1 and direct staff to administratively amend the TIP listings to reflect the TIFIA loan funding. Glen Whitley (M); Mark Enoch (S). The motion passed unanimously.

7. **Reconfirm Support of IH 635 High Occupancy Vehicle Express Project:** Michael Morris presented a request for the Regional Transportation Council (RTC) to review its position on permitting single occupancy users to gain access to interim high occupancy vehicle (HOV) lanes on IH 635E from US 75 to IH 30. A presentation on the proposed partnership for IH 635E, provided to the Legislative Delegation on July 28, 2015, was highlighted and provided in Electronic Item 7.1. As a result of input at a public hearing on the project, Kelly Selman requested in Electronic Item 7.2 that funding be advanced for noise walls in nine locations along the corridor. A copy of the previously approved RTC resolution on IH 635

was provided in Electronic Item 7.3. The proposed resolution for consideration was provided in Reference Item 7.4 reaffirming RTC's position on tolling the interim HOV lanes on the IH 635E corridor. Mr. Morris specifically discussed slide 3 of the presentation. In advance of the recent legislative session, the Texas Department of Transportation (TxDOT) indicated \$3 billion in capacity needs statewide, \$1 billion in maintenance needs, and \$1 billion in needs on energy sector roadways. The region requested that the Legislature provide \$5 billion in additional revenue, assuming that Texas Mobility Funds could be borrowed and tools such as public-private partnerships and tolling were still available. The Legislature has approved approximately \$5 billion by 2020, if the citizens approve Proposition 7 in November 2015. The Proposition 1 and Proposition 7 funds get the region to about \$5 billion, \$3 billion of which is for capacity. If in fact tolls are not part of future funding options, the region would be about 50 percent of the way to the needed funding for transportation. The proposed resolution documents the process over the last year beginning with the RTC approval of funding in October 2014 and the request to TxDOT to advance the interim improvements on IH 635E to advance immediate capacity and air quality improvements. On November 20, 2014, NCTCOG staff presented the RTC's position at the TxDOT public hearing advancing improvements on the interim facility. On January 12, 2015, the FHWA approved the environmental clearance for this project with a Blanket Categorical Exclusion. On February 26, 2015, the Texas Transportation Commission selected the contractor to make the improvements, so this project is now under construction to provide the first phases of the noise walls and the interim tolling of the HOV facility. Section 1 reaffirms the introduction of a tolled element to the interim HOV lane on IH 635E from US 75 to IH 30 to increase immediate capacity. Section 2 outlines the need for successful Texas voter approval of Proposition 7 and assignment of new revenues by the Texas Transportation Commission to projects in the Dallas-Fort Worth region to provide an opportunity to shift the funding for approximately 50 percent of the future tolled projects to "pay as you go." Section 3, contingent on Section 2, instructs staff to develop a proposal to advance the noise walls and the permanent IH 635 East project with a scaled back tolling approach on both the interim HOV lane and the permanent Express lane. Section 4 reaffirms the importance and independence of a Federal Highway Administration action on an environmental impact process and the importance and independence of a Texas Transportation Commission procurement process selecting construction contractors. Section 5 outlines that the resolution will be transmitted to the Texas Department of Transportation Executive Director, the District Engineer from the Dallas District, the members of the Texas Transportation Commission, and any other party requesting this position of the Regional Transportation Council. Douglas Athas discussed his support for IH 635 and the importance of the projects to the city. The project will provide mobility to the northeast part of the Metroplex, as well as specifically the industrial portion of Garland. He noted discussions on roadway design with emphasis on truck tracking. In addition, he discussed that building the project with few or no toll lanes is still an objective, but that options must be reviewed. Mr. Athas asked if this approval puts the corridor at risk regarding Proposition 1 funds. Mr. Morris noted that both Proposition 1 and Proposition 7 could be used. If approved by RTC, this would allow a portion of the corridor to not be tolled permanently. When the toll is removed from the interim project, Proposition 1 and Proposition 7 would be eligible for the facility as part of the permanent funding source. The tolling of the HOV is considered an interim use. RTC will work over the next three months on how it would like to include the project in Mobility 2040 in order to move forward. If approved by voters, Proposition 7 funds would not be available for another two years, so RTC would have to evaluate the design elements. It has been proposed that maybe IH 635 becomes the first dedicated toll lane in the region, especially on the eastern side, to allow for direct access into the manufacturing facilities. Proposition 1 and Proposition 7 would be eligible funding sources once the interim

toll lanes are removed from the project. Mr. Athas also clarified that NTTA must wave primacy on the project. Kelly Selman noted that he was correct. Lee Kleinman referenced Sections 2 and 3 of the resolution related to removing future tolling from the project and asked how capacity would be replaced if the lanes begin as managed lanes. Mr. Morris discussed potential options for the project. He noted that the HOV component is an immediate action with a short-term design life to make the best use of the facilities until it can be replaced with the permanent design. Since it is an interim use, the interim would be replaced with the permanent solution. Duncan Webb asked if this approval would have any impact on US 75. Mr. Morris noted that the resolution only impacts IH 635E. A motion was made to approve RTC resolution R15-03 provided in Reference Item 7.4. Douglas Athas (M); Bernice J. Washington (S). The motion passed unanimously.

8. **Clean Fleets North Texas Call for Projects:** Chris Klaus highlighted the proposed Clean Fleets North Texas 2015 Call for Projects. Of the seven air quality emphasis areas, this call for projects will address high-emitting vehicles/equipment, idling, and energy/fuel consumption. Approximately \$2.5 million of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding is available, in addition to a small amount of Texas Commission on Environmental Quality Supplement Environmental Project (SEP) funds that are dedicated specifically for school buses. Funds are available for up to 80 percent of the incremental project cost. Eligible project types include new purchase, replacement, repower, retrofit, and conversion projects. In addition, on-board idle reduction projects are eligible for school buses. All projects must reduce nitrogen oxide (NOx) emissions. All fleets operating in the 10-county Dallas-Fort Worth ozone nonattainment area are eligible to apply and must adopt the Clean Fleet Policy prior to the application deadline. A quantitative assessment for cost per ton of NOx emissions reduced would be used, with a qualitative assessment used if necessary that would include the volatile organic compound aspect. The call for projects is anticipated to open August 17, 2015, and close October 23, 2015. Project recommendations will be presented for approval at the December Surface Transportation Technical Committee and Regional Transportation Council meetings. Mr. Klaus also highlighted a request for information regarding refueling/recharging infrastructure. This request will help staff identify remaining barriers, facilitate future coordination, and evaluate potential future opportunities for these types of vehicle technology. A motion was made to approve the opening of the Clean Fleets North Texas 2015 Call for Projects as detailed in Reference Item 8. Kathryn Wilemon (M); Sheri Capehart (S). The motion passed unanimously.
9. **Assistance to the City of Dallas and North Texas Tollway Authority Related to the Trinity Parkway Design Charrette Recommendations:** Ken Kirkpatrick discussed proposed assistance to the City of Dallas and the North Texas Tollway Authority (NTTA) for the Trinity Parkway. The Mayor of Dallas initiated a design charrette review of the Trinity Parkway and recommendations through a visiting team of professionals that was funded privately. The charrette team presented its results to the Dallas City Council in a report that includes 20 design-related recommendations. The Council authorized the creation of a multidisciplinary team to determine actions necessary to implement the findings of the design charrette. In April 2015, the Federal Highway Administration issued a record of decision for environmental clearance on the project. The City of Dallas asked staff to review previous Regional Transportation Council (RTC) funding related to the design of the Trinity Parkway to see if there were sufficient funds for the potential scope of work that NTTA and others would perform. The estimate for work that NTTA and the North Central Texas Council of Governments would perform is slightly less than \$1 million. RTC previously approved \$83 million for design, \$30 million of which was for a 30 percent design level. To date, approximately \$26 million has been spent so additional funds are available to incorporate

design charrette recommendations into the funding approval. Approximately \$53 million for the completion of the design work is available. Staff has communicated to the City of Dallas that these previously approved funds are available to assist Dallas and NTTA incorporate the design charrette recommendations, with staging of the Trinity Parkway as one of the recommendations. Mr. Kirkpatrick noted that staff will continue to provide updates as milestones are reached and as updates are warranted. Michael Morris discussed the 20 design concepts and RTC's previous approval of \$83 million for the design of the Trinity Parkway. He noted that no further action is needed from RTC. In addition, RTC's policy is that the entity that builds the Trinity Parkway project will reimburse the RTC for the design funds. This policy will be extended to this particular component. If additional design funds over the \$1 million are spent, negotiations with the builder of the Trinity Parkway to reimburse the RTC for those funds will be necessary. Sandy Greyson noted that she believed efforts were finally moving in the right direction on the Trinity Parkway project. Jungus Jordan noted that he understood that the vote was that the Trinity Parkway would not be a toll road. Ms. Greyson noted that there was no related discussion at the Council meeting.

10. **House Bill 20 Implementation:** Michael Morris discussed House Bill (HB) 20, approved during the 84th Texas Legislature and authored by Representative Ron Simmons. The bill is related to the operations of and transportation planning and expenditures by the Texas Department of Transportation (TxDOT) and planning organizations. Select legislative committees were created to review, study, and evaluate progress meeting the requirements of the bill. He noted that the initial report to the select legislative committees is due no later than September 1, 2015. Texas Transportation Commissioner Victor Vandergriff chairs the response to the Legislature on HB 20. Mr. Morris noted that he has been asked to serve on the committee to assist in the understanding and transparency of TxDOT to the Legislature. A component of the bill requires that metropolitan planning organizations develop a 10-year plan for the use of funding allocated to the region with the first four years of the plan being developed to meet the transportation improvement plan requirements. Because the region is in a nonattainment area, a staged transportation plan is already developed. As part of HB 20 requirement for a 10-year list, staff has been asked to integrate the staged plan, working with others. As RTC moves forward with a new mobility plan, the pendulum swings with regard to toll facilities, and with a successful November election for Proposition 7, staff will be looking at which projects should move quickly in the next 10 years as part of this initiative. Glen Whitely noted that it may be appropriate to send John Barton a letter congratulating him for his years of service with TxDOT. Mr. Morris noted that staff would prepare the correspondence.
11. **Mobility 2040:** Dan Lamers discussed the development of the Mobility 2040, the next metropolitan transportation plan (MTP) for the Dallas-Fort Worth region. A series of questions related to different approaches to address toll, roadway, and transit projects for consideration in the MTP were asked of members who provided polling responses at the meeting. It was noted that the answers were not binding, but an effort to receive member input. Question 1: Given the opportunity for voters to approve significant new revenues for transportation, should the RTC position on new capacity be reconsidered? Results show that members are split 50 percent yes and 50 percent no. Question 2: Given the opportunity for new funding, should the MTP a) keep planned tolled facilities as is and add new toll-free projects or b) reduce the number of future toll facilities by approximately 50 percent? Members indicated by a majority to keep planned tolled facilities and add new toll-free projects. Question 3: Should the RTC pursue a network of CapMain improvements preserving revenue that can be incorporate into mega projects? Members indicated yes.

Question 4: Which of these goals should have the highest priority: Safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability (includes air quality), or reduced project delivery delays? The majority of members selected congestion reduction, with safety as the next priority.

Question 5: Given the lack of funding support for rail transit, should the region a) continue to pursue a regional funding strategy to implement the current planning rail system, b) seek to identify funding to prioritize and reduce the number of rail corridors, or c) seek to identify funding for additional rail corridors? Members selected their desire to continue to pursue a regional funding strategy for the current planned rail system. Question 6: Given uncertain funding for new passenger rail, should the MTP a) advance bus transit service on planned rail corridors, b) introduce guaranteed speed bus transit service on express lanes, c) increase the network of park and ride lots in conjunction with increased bus transit service, or d) all of the above? The majority of members chose all of the above. Question 7: Given the current understanding of local, state, and federal funding, what trends in future revenue should Mobility 2040 assume a) lower, b) about the same, c) higher? Member results were split between keeping assumptions the same or be more aggressive. Mr. Lames noted that these results will be incorporated into future discussion and e-mailed to members following the meeting.

12. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 12.1, Surface Transportation Technical Committee attendance and minutes were provided in Electronic Item 12.2, and the current Local Motion was provided in Electronic Item 12.3.
13. **Other Business (Old or New):** There was no discussion on this item.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, September 10, 2015, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:45 pm.

Benefits of Transportation Advertising Initiatives

By combining and working with advertisers on bulk purchases for several of the Transportation Department advertising campaigns at once, significant savings have been gained.

For instance, with the Fort Worth Star Telegram and La Estrella ads (print and online), NCTCOG saved 64 percent on average. With Dallas Morning News and Al Dia ads (print and online), NCTCOG saved 30 percent on average. Advertising in Natural Awakenings Dallas, NCTCOG saved approximately 25 percent on print ads and gained added value, which in some cases the media outlet carried NCTCOG ads online and also feature stories and calendar postings about Transportation Department programs and projects at no cost. Due to a promotion and recent business between NCTCOG and Clear Channel, NCTCOG received an approximate 60 percent savings on digital billboards.

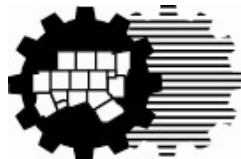
In addition to lower advertising rates, other benefits have been obtained in this effort, such as:

- Due to cost savings, it has allowed NCTCOG to utilize more outlets and increase the frequency of the ads, which in turn, has reached a broader audience;
- Increased website traffic;
- Greater public participation in transportation department programs and projects;
- Cross communication for campaigns, such as when advertising has been purchased with a media outlet, NCTCOG can get stories and ads in the same publication that were not originally scheduled;
- Improved efficiencies with media outlets, such as improved staff coordination and increased timeliness.

Advertising for Transportation Initiatives

**Regional Transportation Council
September 10, 2015**

**Mindy Mize
Program Manager
Air Quality Planning & Operations**



**North Central Texas
Council of Governments**

Transportation Advertising Overview

Since 2014, the NCTCOG Executive Board has been authorizing large scale advertising purchase and placement initiative annually for the Transportation Department.

This effort allows for:

- Lower Advertising Rates

- Increased and Broader Audience Reach, Including Historically Underserved Populations

- Increased Website Traffic

- Greater Public Participation

- Cross Communication for Campaigns

- Improved Efficiencies with Media Outlets

FY 2016 Advertising for Transportation Initiatives were part of the FY 2016 and FY 2017 Unified Planning Work Program (UPWP) that was approved by the Executive Board in July 2015.

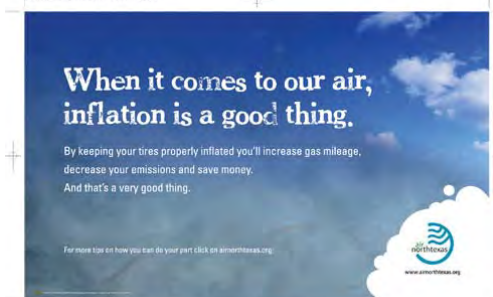
Transportation Advertising Summary

Fiscal Year 2016

Program Name	Funding Source	Funding Amount	Match Source	Match Amount	Carry-Over Funds (2014-2015)	New Funding (2015-2016)	Total
AirCheckTexas	TCEQ	\$100,000	NA	\$0	\$0	\$100,000	\$100,000
Bike/Pedestrian Safety Program	TxDOT: Transportation Enhancement (TE)	\$200,000	RTC Local	\$50,000	\$250,000	\$0	\$250,000
Congestion Demand Management Program	STP-MM/Federal Highway Administration Value Pricing Program Funds	\$136,000	RTC Local and/or TDC's	\$34,000	\$30,000	\$140,000	\$170,000
Notifications of Opportunities for Public Input/Public Meetings	TPF	\$63,000	NA	\$0	\$0	\$63,000	\$63,000
Ozone Season Emissions Reduction Campaign	CMAQ	\$150,000	TDCs	\$30,000	\$0	\$180,000	\$180,000
Vehicle Technologies Program (i.e. Electric Vehicles Promotion, Idling Education, Clean Cities, Freight Efficiency Outreach)*	TCEQ/CMAQ/EPA/DOE	\$366,000	RTC Local, TDC's, and or/ In-Kind	\$77,500	\$110,000	\$333,500	\$443,500
Total		\$1,015,000		\$191,500	\$390,000	\$816,500	\$1,206,500

The NCTCOG Executive Board has previously approved the \$390,000 in carry-over funds; ~\$817,000 in new funding to be approved.

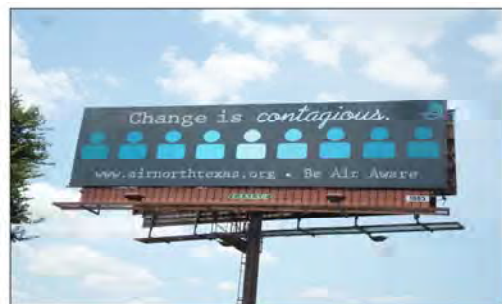
Transportation Advertising Examples



Online Radio Ads

TV Ads

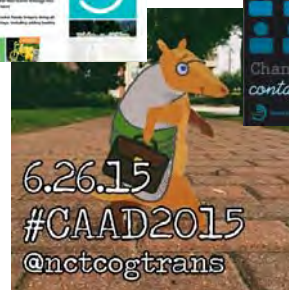
Pump Topper Ads



Radio Ads



Static Billboard Ads



Digital Billboard Ads

Online Ads



Learn what is happening with transportation in the region and help set priorities for the future. Proposition 1 funding recommendations will be highlighted at public meetings. More at www.nctco.org/meetings or 817-608-2335.

Mon., Feb. 2, 2015 6:30 pm North Central Intermodal Transportation Center 1001 Jones Street Fort Worth, TX 76102	Tues., Feb. 2, 2015 10:30 am North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011	Tues., Feb. 3, 2015 6:30 pm J. Erik Jonsson Central Library 1515 Young Street Dallas, TX 75201
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A video recording of the Arlington meeting will be online at www.nctco.org/meetings.

For special accommodations due to a disability or language translation, contact Jahnae Stout at 817-608-2335 or jstout@nctco.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

Para asistir especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2335 o por e-mail: jstout@nctco.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.


nctco.org/trans

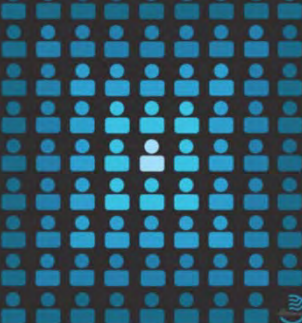



[nctcotrans](https://www.youtube.com/nctcotrans)

A young child with dark hair, wearing a blue and white striped shirt, is looking out of a window. The child's face is in profile, looking towards the left. Outside the window, a large pink flower is visible, slightly out of focus. The background is a soft, warm light, suggesting an indoor setting with natural light coming through the window.

cooped up?

Elevated air pollution could mean your kids have to avoid the outdoors and play inside. Help improve air quality for all by doing something to reduce emissions, such as carpooling or using mass transit. Commit to actions and learn how you can improve our air at www.aimorthtexas.org.

The logo for aimorthtexas.org is located in the top right corner. It consists of a circular emblem with three wavy lines inside, representing water or a stylized 'A'. To the left of the emblem, the text 'aimorthtexas.org' is written in a small, sans-serif font.

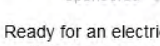
Change is contagious.

The power of making a small, positive change can ripple outward far beyond what you can see. When a leading company in Italy improves air quality, farmers are able to harvest without worry. Schools with reduced air pollution see better student health. Schools with reduced air pollution see better student health. Schools with reduced air pollution see better student health.

www.arnorthdallas.org

 **NCTCOG Transportation Department**
Sponsored · 

Ready for an electric vehicle? Texas residents can receive incentives worth up to \$10,000.



Incentives for EVs
www.dfwcleancities.org

[Learn More](#)

www.tryparkingit.com



Social Media Ads

[illegible]A close-up, profile view of a woman and a young girl looking out a window. The woman is on the left, partially visible, wearing a striped shirt. The girl is in the center, looking out the window with a thoughtful expression. She has her hair styled in a bun with a purple bow. The background is a bright, out-of-focus view of a city street. In the top right corner, there is a circular logo for 'air northtexas' with a stylized 'W' shape above the text. Overlaid on the lower left is the text 'travel easy breathe easy' in a large, white, sans-serif font. Below this, in a smaller white font, is a paragraph about the benefits of public transit and a website link.

travel easy
breathe easy

Taking public transit with your kids gives you more quality time together, less driving stress and better air quality. By using rail or bus, you're reducing emissions and helping keep North Texas air clean. Learn more at www.airnorthtexas.org.

air
northtexas



April Is National Car Care Month

Join the parade of good habits by taking the time to make sure your vehicle and practices are in the best shape possible.

www.NTXCarCare.org

Visit us often for additional details.

Print Ads

[illegible]

Social Media Ads

Proposed Schedule

Event	Anticipated Time
STTC Action on Recommended FY 2016 and FY 2017 UPWP	June 26, 2015
RTC Action on Recommended FY 2016 and FY 2017 UPWP	July 9, 2015
Executive Board Action on Recommended FY 2016 and FY 2017 UPWP	July 23, 2015
STTC Action on Transportation Advertising Initiatives	August 28, 2015
RTC Action on Transportation Advertising Initiatives	September 10, 2015
Executive Board Authorization of Transportation Advertising Initiatives	September 17, 2015

Proposed Action

**Recommend Approval of Approximately
\$817,000 in New Funding for FY 2016
Transportation Advertising Initiatives**

Contact Information

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Senior Program Manager

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817-695-9286

TRANSPORTATION PUBLIC MEETINGS

TUESDAY
SEPTEMBER 08 6:30 PM
DCTA Downtown Denton
Transit Center
604 E. Hickory St.
Denton, TX 76205

WEDNESDAY
SEPTEMBER 09 2:30 PM
North Central Texas
Council of Governments
616 Six Flags Drive
Arlington, TX 76011

For anyone wanting to ride transit to the Sept. 9 public meeting, NCTCOG will offer a free connection to the meeting upon request on a first-come, first-serve basis. To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Jahnae Stout at least 72 hours prior to the meeting at 817-608-2335 or jstout@nctcog.org.



**CentrePort/DFW Airport Station
Arrival Options Sept. 9**

Eastbound Train 2:10 pm

Westbound Train 2:20 pm

MONDAY
SEPTEMBER 14 6:30 PM
Irving City Hall
825 W. Irving Blvd.
Irving, TX 75060

**A video recording of the Arlington meeting
will be online at www.nctcog.org/input.**

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

Public Transportation Agency Programs of Projects (NEW TOPIC)

The public is encouraged to comment on the proposed transit projects funded by the Federal Transit Administration (FTA) through the Fiscal Year (FY) 2016 Urbanized Area Formula Program. The following agencies' programs of projects will be presented:

City of Arlington/Handitran	Fort Worth Transportation Authority (The T)
City of Grand Prairie/Grand Connection	North Central Texas Council of Governments
City of Mesquite/MTED	Northeast Transportation Service (NETS)
City/County Transportation	Public Transit Services (PTS)
Community Transit Services (CTS)	Special Programs for Aging Needs (SPAN)
Dallas Area Rapid Transit (DART)	STAR Transit
Denton County Transportation Authority (DCTA)	Texoma Area Paratransit System (TAPS)

This opportunity for comment meets the federal requirement for public participation in programs of projects. Please note that DART and DCTA also host their own public meetings. For more information, please contact them directly. In addition to the Urbanized Area Formula Program, proposed transit projects funded through FTA's FY 2016 Bus and Bus Facilities, Enhanced Mobility for Seniors and Individuals with Disabilities and State of Good Repair Programs will be presented for public comment.

Proposition 1 Funding Recommendations

In November 2014 Texas voters approved Proposition 1, a constitutional amendment that provides state funding for the construction, maintenance and rehabilitation of public roadways in Texas (toll roads and transit projects are not eligible). In Fiscal Year 2015, the Dallas-Fort Worth area received \$367.63 million for projects to go to construction in 2015. At public meetings, staff will recommend projects to receive funding in Fiscal Year 2016 and Fiscal Year 2017, when \$268.1 million and \$263.91 million will be available, respectively. This is a significant step toward meeting the unmet roadway funding needs in Texas, and input from the public is important.

Development of Mobility 2040

As the metropolitan planning organization for the Dallas-Fort Worth area, NCTCOG is required to maintain a long-range transportation plan that defines a blueprint for the region's multimodal transportation system and guides expenditures of local, state and federal transportation funds. This long-range plan must have a time horizon of at least 20 years. Staff are developing Mobility 2040, the next long-range transportation plan, and will present a summary of feedback received to date from both the public and Regional Transportation Council and seek additional input in order to guide the development of plan recommendations.

Other Information to be Highlighted at the Meetings:

- Proposed Modifications to the List of Funded Projects
- Clean Fleets North Texas Call for Projects
- National Drive Electric Week Event
- Future of Transportation and Water: Smarter Regions, Shared Outcomes



NCTCOGtrans

FACTSheet

August 2015

North Central Texas Council of Governments

Regional Transportation Council

www.nctcog.org/uas

Quick Take

What:

Unmanned Aircraft Systems: Aircraft that fly remotely, without a traditional pilot, and the equipment and infrastructure necessary to operate them.

Significance:

Technological advances are opening new possibilities for the use of unmanned aircraft. Historically used almost exclusively by the military, UAS technology has experienced growth in both the public and private sectors. The North Central Texas Council of Governments is working with the public, first responders, the aviation industry and other partners to encourage safe operation of manned and unmanned aircraft.

Inside the Numbers:

25

The estimated number of national monthly incidents of unmanned aircraft flying too high in active airspace, according to the Federal Aviation Administration.

NCTCOG Coordinates Unmanned Aircraft Effort

Traditional airplanes and helicopters are increasingly being joined in the skies by unmanned aircraft as new possibilities open for the use of this technology. With the growing popularity of unmanned aircraft systems among hobbyists, governments and private industry attention is being focused on the development of policies and procedures for the safe use of unmanned aircraft in the region, in ways that respect privacy.

Although the federal government has jurisdiction over rulemaking of small unmanned aircraft, in Dallas-Fort Worth, officials maintain a close eye on the evolution of the technology. Local aviation and law enforcement officials have requested coordination to promote safe regional UAS operation and planning support for integration of the technology. This includes guidelines and education to ensure people using these increasingly capable aircraft are not interfering with traditional flight operations.

The North Central Texas Council of Governments is working with municipalities, first responders and transportation partners to ensure unmanned and manned aircraft can coexist in the busy skies above North Texas. With two major commercial, 11 reliever and 56 general aviation airports in the region, safe use of this technology is a priority for NCTCOG and its regional partners.

NCTCOG compiled a report called "Unmanned Aircraft: Policy, Operations and Local Integration," serving as a framework for how the agency, with guidance from its Air Transportation Technical Advisory Committee, will approach UAS coordination. The report includes stakeholder recommendations to municipalities to promote the safe operation of the technology and address privacy concerns.



Photo: iStock

NCTCOG is working with its partners to ensure unmanned aircraft can operate safely in North Texas. It is important that policy recommendations for the use of this evolving technology also respect privacy.

FACTSheet

Types of UAS activities authorized by the Federal Aviation Administration:

- 1. Model aircraft/hobbyist** – residential use
- 2. Certificate of Authorization** – issued to public agencies seeking authorization to operate UAS for a purpose FAA defines as benefiting the public
- 3. Section 333 Exemption** – granted to private entities seeking to operate UAS for hire

UAS technology is becoming increasingly more affordable and leveraged in other sectors, including search and rescue, agriculture and transportation planning. According to the FAA, the number of public entities requesting certificates of authorization to operate UAS technology increased from 146 in 2009 to 609 in 2014. Instead of relying on manned aircraft, agencies may now be able to safely obtain the same or higher quality data and information more cost-effectively with unmanned platforms.

The Texas Privacy Act, approved by the Legislature in 2013, lays out 21 authorized uses of unmanned aircraft, including the capturing of imagery, professional and scholarly research, FAA-authorized test flights and military exercises.

Safety is an important focus of NCTCOG and its partners as they navigate the changes brought about by the growth of unmanned aircraft. Nationally, an estimated 25 incidents where unmanned aircraft are flying too high in active airspace occur monthly, according to the FAA. And there have been examples of unauthorized UAS activity near local airports. Although these were just close calls, it is important to know the rules and responsibilities that go along with operating UAS. Hobbyists, for example, must contact an airport or control tower when planning to fly model aircraft within five miles of an airport.

NCTCOG will continue working with partners through workshops and other outreach efforts to help facilitate a regional effort that allows UAS technology to realize its potential while ensuring the skies remain safe for traditional aviation activities. For more on this regional effort, visit **NCTCOG.org/uas**.

Example Applications of Unmanned Aircraft



Transportation

- Accident recreation
- Asset management
- Bridge inspections

Public Safety

- Missing persons
- Disaster response
- Police force multiplier

Environment

- Agriculture
- Conservation
- Weather monitoring

Surveys and Inspections

- Utility pipelines
- Cargo trains, passenger rail lines
- Construction



North Central Texas Council of Governments

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

Email: transinfo@nctcog.org

NCTCOG.org/trans

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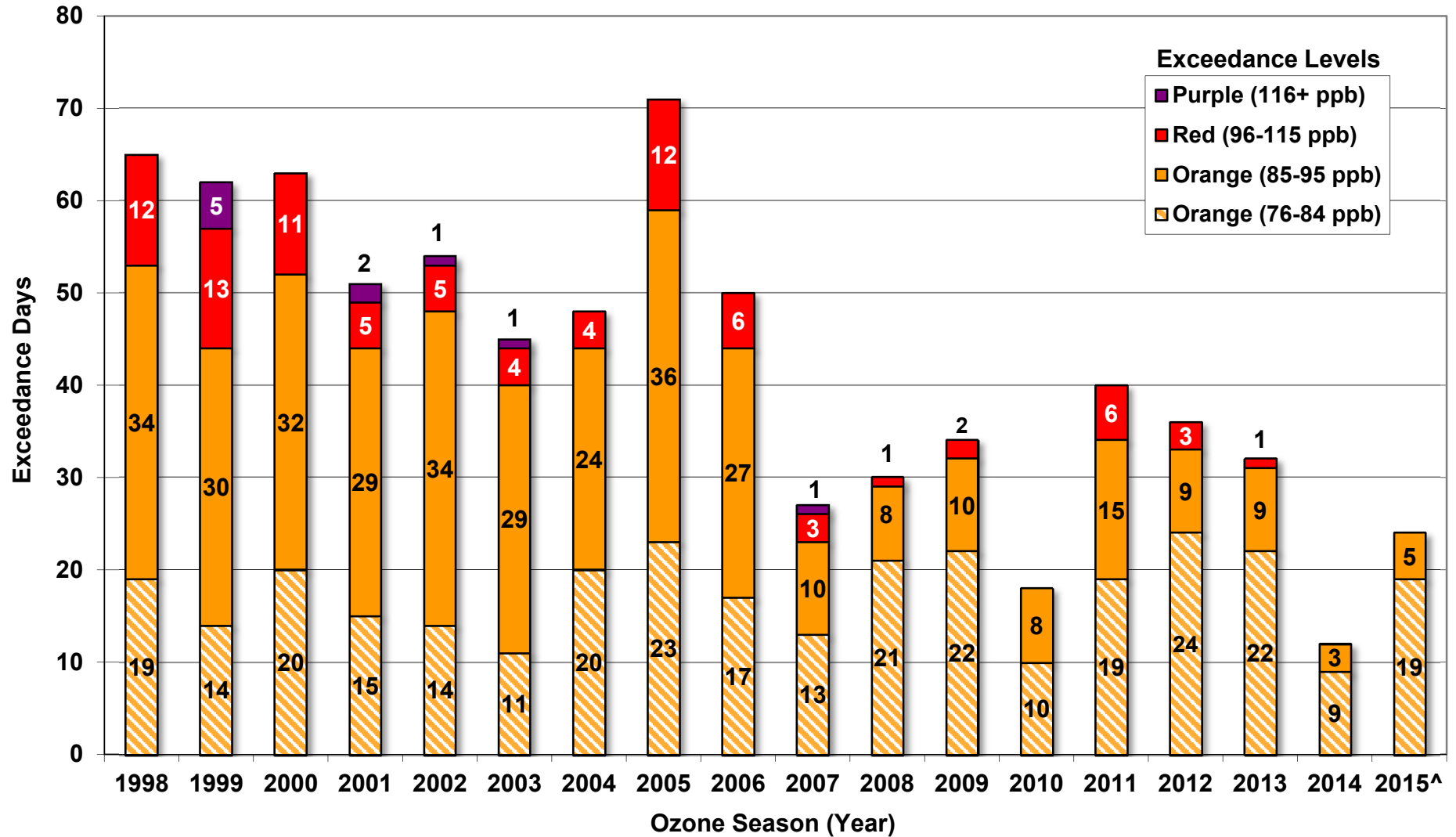
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2015 OZONE SEASON

8-Hour Ozone Exceedance Days



Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 75 ppb.

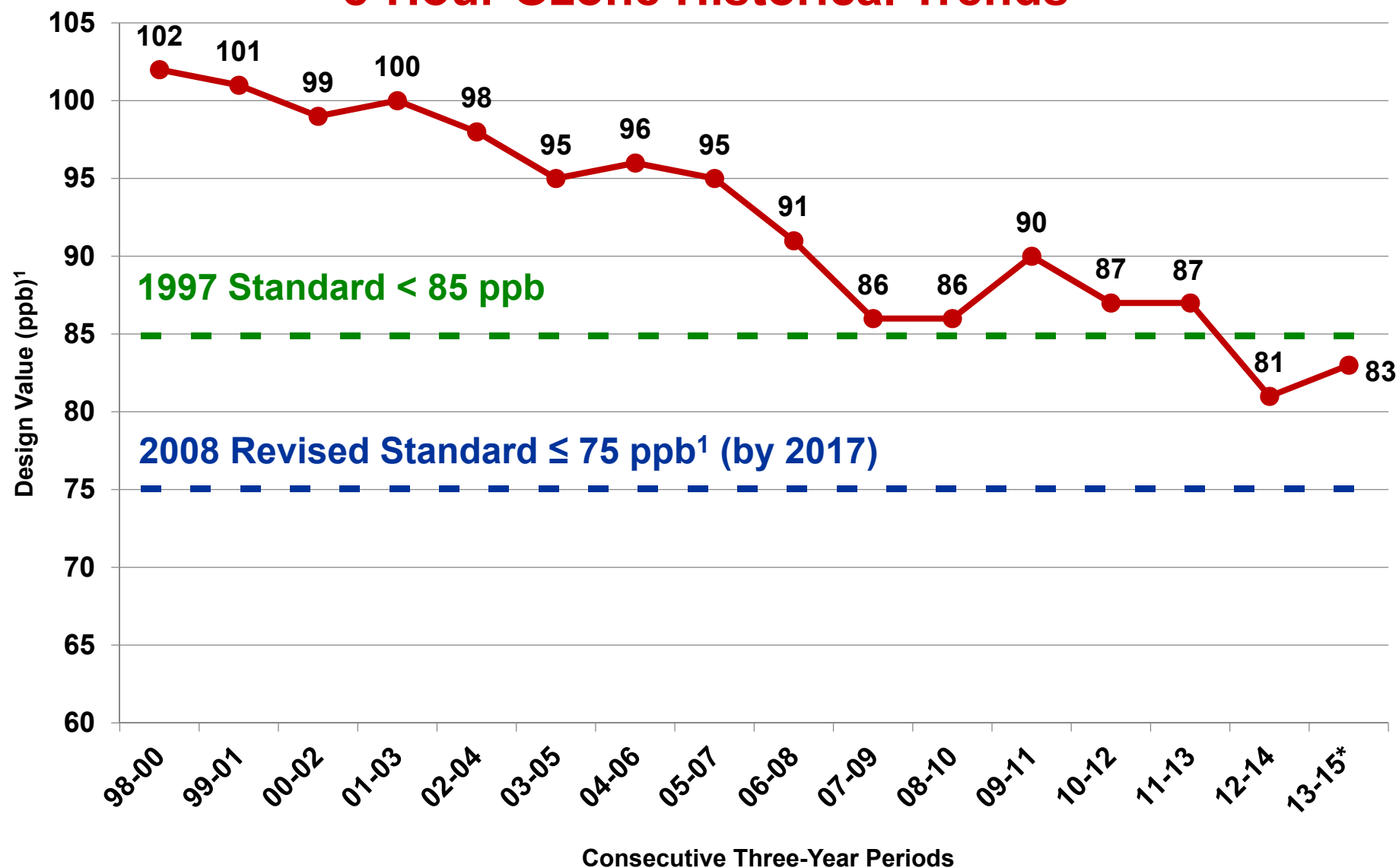
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 84 ppb standard. (AQI level orange = 76-95 ppb)

^Not a full year of data, current as of 8/31/2015

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

2015 OZONE SEASON

8-Hour Ozone Historical Trends



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration) is equal to or less than 75 parts per billion (ppb).

*Not a full year of data. Current as of 8/31/2015.

2015 OZONE SEASON

References

For Technical Information:

Jenny Narvaez
Principal Air Quality
Planner
jnarvaez@nctcog.org
817-608-2342

Jody Loza
Air Quality Planner
jloza@nctcog.org
817-704-5609

For Air North Texas Information:

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

Pamela Burns
DFW Clean Cities Coordinator
Communications Supervisor
pburns@nctcog.org
817-704-2510

Air North Texas: www.airnorthtexas.org
NCTCOG Ozone Updates: www.nctcog/ozone

**NCTCOG**
North Central Texas Council of Governments

[GO](#)

Programs > Topics A-J > Topics K-Z > Departments > Services > About Us

transportation

Air Quality Home

Air Quality Programs

Air Quality Committees

Air Quality Policy and Regulations

Air Quality Publications

Car Care Clinics

Clean Vehicle Information

Major Air Pollutants

Funding Opportunities

Ozone Information

State Implementation Plan (SIP)

Transportation Conformity

Transportation Home

Air Quality Funding Opportunities for Vehicles

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

Air Quality Funding Home

Other Air Quality Funding Opportunities

Sign-Up for Email Updates

Home > Transportation > Air Quality > Clean Vehicles
[Print this page](#)

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				
	School Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	Idle-Reduction Technology		
AirCheckTexas Drive a Clean Machine Program							X			General Public	
Clean Fleets North Texas 2015 Call For Projects NEW! Deadline: October 23, 2015 5:00pm	X	X	X	X	X		X	X		Public Sector, Private Sector	
Drayage Loan Program Deadline: First Come, First Served		X				X				Private Sector	
Federal and State Incentives and Laws (Including Tax Credits)	X	X	X	X	X		X	X		Private Sector	
Propane Vehicle Incentives for Texas	X	X		X		X	X	X		Public Sector, Private Sector	
Texas Clean School Bus Grant Program NEW! Deadline: December 2, 2015	X									Public Sector	

[NCTCOG Funding Opportunity Archive](#)

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

<http://www.nctcog.org/trans/air/vehicles/investments/funding/VehicleFundingOpportunities.asp>[9/1/2015 2:12:31 PM]

[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

**NCTCOG**
North Central Texas Council of Governments

GO

Programs > Topics A-J > Topics K-Z > Departments > Services > About Us

transportation

Air Quality Home

Transportation Home

Home > Transportation > Air Quality

Print this page

AirCheckTexas Drive a Clean Machine Program North Central Texas Region

VEHICLE REPAIR ASSISTANCE APPLICATIONS

Applications may be submitted by fax or mail and will be processed in the order they are received. Repair applications are processed and response letters are mailed at least **10** business days or less after the date received. North Central Texas Council of Governments is not able to assist walk-ins because of limited resources.

VEHICLE REPLACEMENT ASSISTANCE APPLICATIONS

COMING SOON - THE REPLACEMENT PROGRAM WILL BEGIN ACCEPTING APPLICATIONS IN FY2016.

Due to reduced funds the program only allowed a limited number of issued replacement vouchers for FY2015. All replacement applications have been processed in the order they were received and response letters were **mailed within 45 business days or less after the date received.**

Assistance through this application-based program is offered on a first-come, first-served basis. After enough applications were received to exhaust the available funds, the replacement portion was closed and replacement applications are no longer accepted until a later date in FY 2016.

VEHICLE REPAIR ASSISTANCE

The AirCheckTexas Drive a Clean Machine Program is designed to help vehicle owners comply with vehicle emissions standards by offering financial incentives to repair vehicles, and allows local residents to contribute to the regional air quality solution. If your vehicle is registered in Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, or Tarrant County and your vehicle has failed the state emissions inspection within the past 30 days, you may be eligible for a repair voucher up to \$600 toward emissions repair assistance. Please use the links to the right of this page for the income guidelines and vehicle requirements that apply for assistance.

HOW TO APPLY FOR ASSISTANCE

Applications may be downloaded for repair assistance in English, Spanish or you may complete the online version. Please use the links to the right of this page under **APPLICATIONS (How to Apply)**. Any version you select including the online application must be printed, signed, and submitted to our office for verification. Please mail or fax your application, supporting household income documentation* **for all adults** and Vehicle Inspection Report to:

Mail	Fax
AirCheckTexas Program	817-608-2315
P.O. Box 5888	
Arlington, TX 76005-5888	

*Income documentation may include the following copies:

- most recent income tax return or W2
- pay stubs for the last three consecutive months
- most recent disability or social security annual award letter
- written, signed statement of unemployment

Send any questions about the program to airchecktexas@nctcog.org
Due to security reasons, **DO NOT** submit your application and income documentation via e-mail.

[Frequently asked questions](#) are available about the program and how



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

[AirCheckTexas Q & A](#) [YouTube Video]

Currently we are processing:

REPAIR applications are processed and response letters are mailed at least 10 business days or less from the date received.

REPLACEMENT applications received on:
03-20-2015

PROGRAM REQUIREMENTS

APPLICATIONS (How to Apply)

VOUCHER RECIPIENTS (Using a Voucher)

AUTO DEALERS

REPAIR FACILITIES

RELATED LINKS

to use a voucher.

ADDITIONAL PROGRAM INFORMATION

NOTE FOR VOUCHER RECIPIENTS:

For repair or replacement assistance, a voucher must be presented to a listed participating repair facility or dealership at the time of the emissions repairs or vehicle purchase. No reimbursements are allowed if emissions repairs or vehicle purchase are made prior to receiving a valid voucher or used at a non-participating facility. The replacement vehicle purchased must follow these requirements. These details are included in the replacement voucher envelope.

For more information about the AirCheckTexas Drive a Clean Machine Program, please use the links to the right of this page.

You may contact our office at **1-800-898-9103**.

As Regional Administrator for the AirCheckTexas Program, the North Central Texas Council of Governments is subject to the Texas Public Information Act. Therefore, some participant information is considered public information and may be disclosed in response to Public Information Act requests.

6/17/14MG

[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



<http://www.dfwcleancities.org/default.asp>

ANNUAL REPORT

The US Department of Energy's Clean Cities (DOE) Program has a goal of saving 2.5 billion gallons of petroleum per year by 2020. In order to track this progress, every coalition is required to submit an annual report to the US DOE.

DFWCC has a goal of increasing its petroleum reduction by 15 percent every year. The annual survey allows us to help track that progress. This information is used in speeches, reports, news articles, as well as funding updates to the State Energy Program and Congress. Additionally, the coalition is often called upon to provide data on the number and type of alternative fuels and clean technology vehicles in the Metroplex to help provide validity to air quality commitments in the State's air quality plan.

[2014 Annual Report Results \(/civicax/filebank/blobdload.aspx?BlobID=23185\)](/civicax/filebank/blobdload.aspx?BlobID=23185)

[2013 Annual Report Results \(/documents/FINAL_2013AnnualReport.pdf\)](/documents/FINAL_2013AnnualReport.pdf)

[ABOUT US \(/ABOUT/DEFAULT.ASP\)](/ABOUT/DEFAULT.ASP)

[FUNDING \(/FUNDING/DEFAULT.ASP\)](/FUNDING/DEFAULT.ASP)

[RESOURCES \(/RESOURCES/DEFAULT.ASP\)](/RESOURCES/DEFAULT.ASP)

[PROJECTS \(/PROJECTS/DEFAULT.ASP\)](/PROJECTS/DEFAULT.ASP)

[GET INVOLVED \(/INVOLVED/DEFAULT.ASP\)](/INVOLVED/DEFAULT.ASP)

<http://www.dfwcleancities.org/default.asp>

- [Stakeholders \(/about/stakeholders/default.asp\)](/about/stakeholders/default.asp)
- [Vendor Directory \(/services/vendordirectory.asp\)](/services/vendordirectory.asp)
- [Funding \(/funding/default.asp\)](/funding/default.asp)
- [Events \(/about/events.asp\)](/about/events.asp)
- [Newsletters \(/resources/newsletters.asp\)](/resources/newsletters.asp)
- [Success Stories \(/about/stakeholders/success/default.asp\)](/about/stakeholders/success/default.asp)
- [Contact Us \(/about/contact.asp\)](/about/contact.asp)

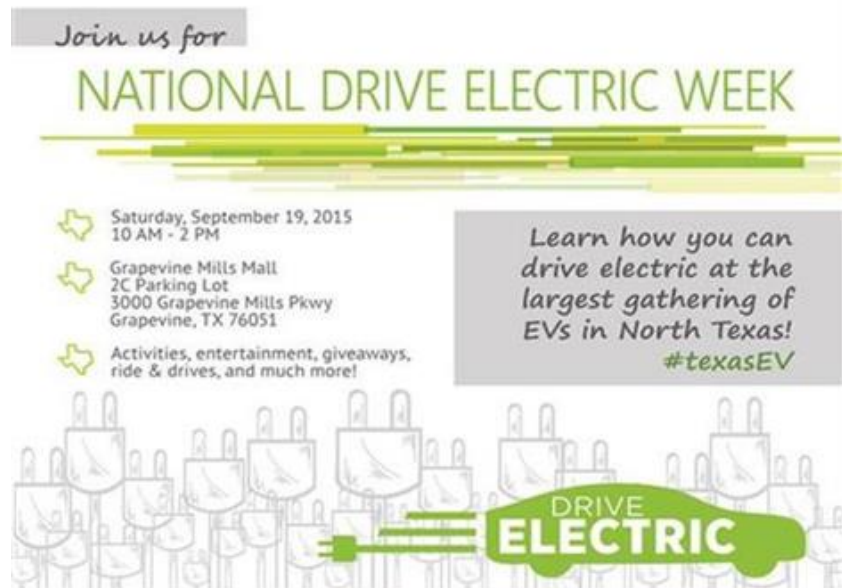
[sitemap \(/sitemap.asp\)](/sitemap.asp) | [legal disclaimer \(/about/disclaimer.asp\)](/about/disclaimer.asp) | [\(http://www.civicasoft.com\)](http://www.civicasoft.com)



(<http://www.dfwcleancities.org/default.asp>)
NATIONAL DRIVE ELECTRIC WEEK 2015

National Drive Electric Week

(<https://driveelectricweek.org/>) is a nationwide celebration to heighten awareness of today's widespread availability of plug-in vehicles and highlight the benefits of all-electric and plug-in hybrid-electric cars, trucks, motorcycles, and more. The Dallas-Fort Worth (DFW) Clean Cities Coalition and North Central Texas Council of Governments (NCTCOG) (<http://www.nctcog.org>) are excited to host the 2015 area event. This year's DFW event will be held on Saturday, September 19, from 10:00am to 2:00pm in section 2C (between Neiman Marcus Last Call and Saks Off 5th) of the Grapevine Mills Mall parking lot.



Event Details:

When: Saturday, September 19, 2015

Time: 10 am - 2 pm

Where: Grapevine Mills Mall, 2C Parking Lot

3000 Grapevine Mills Pkwy, Grapevine, TX 76051

(<https://www.google.com/maps/place/3000+Grapevine+Mills+Pkwy,+Grapevine,+TX+76051/@32.9661607,-97.0425031,17z/data=!3m1!4b1!4m2!3m1!1s0x864c2b8692517bab:0xebef98052bff8153>)

Exhibiting: [Exhibitor Form](#) (/civicax/filebank/blobdload.aspx?BlobID=23199)

Event Schedule

10:00 am - Event Opening!

Electric vehicle (EV) manufacturers, charging infrastructure retailers, EV fleet representatives, North Texas environmental and electric vehicle advocacy organizations, and even an electricity-powered bicycle company will be set up and ready to answer all of your questions!

Additionally, start your day behind the wheel of an all-electric car! The Nissan Ride and Drive opportunity starts as soon as we do.

Exhibitors and Ride and Drives will be available throughout the entire event.

11:00 am - EV Check-In

All North Texas electric and plug-in electric vehicle owners are called to join the largest gathering of EVs in North Central Texas! Check in to get your EV Owner badge and show off your ride.

11:30 am - Official EV Count

It won't be an official record, but it will surely be one for the books! Let's show everyone how DFW does EV!

12:00 pm - The Car Guy Show

Tim Miller and crew, from DFW's own The Car Guy Show will be on site to profile the event, talk to owners, and explore the world of EVs.

1:00 pm - Nissan Giveaway Drawing: Free LEAF for a Weekend!

All attendees will be entered into a drawing to win a weekend with a Nissan Leaf. Stick around to see if you're the lucky winner.

2:00 pm - Event Ends

The event wraps up and the packing up process begins. Thank you to everyone who attended and participated!

Additional activities throughout the event will include hands on displays for all ages to learn more about EVs and charging options, along with entertainment, snacks, and giveaways.

How to Make DFW's National Drive Electric Week Even Better

1. Register for the event!

(<https://driveelectricweek.org/event.php?eventid=354>)2. If you drive an EV, bring it (and register it for the event, too)!

3. RSVP to the [Facebook event](https://www.facebook.com/events/546488008836715/) (<https://www.facebook.com/events/546488008836715/>)

4. Bring your friends! You can help us get the word out and let other North Texans experience the joys of Driving Electric.

Share the Facebook event, and use the hashtags #texasEV, #NDEW2015, and #DFWCCC to let everyone know you're attending!

[ABOUT US \(/ABOUT/DEFAULT.ASP\)](#)

[FUNDING \(/FUNDING/DEFAULT.ASP\)](#)

[RESOURCES \(/RESOURCES/DEFAULT.ASP\)](#)

[PROJECTS \(/PROJECTS/DEFAULT.ASP\)](#)

[GET INVOLVED \(/INVOLVED/DEFAULT.ASP\)](#)

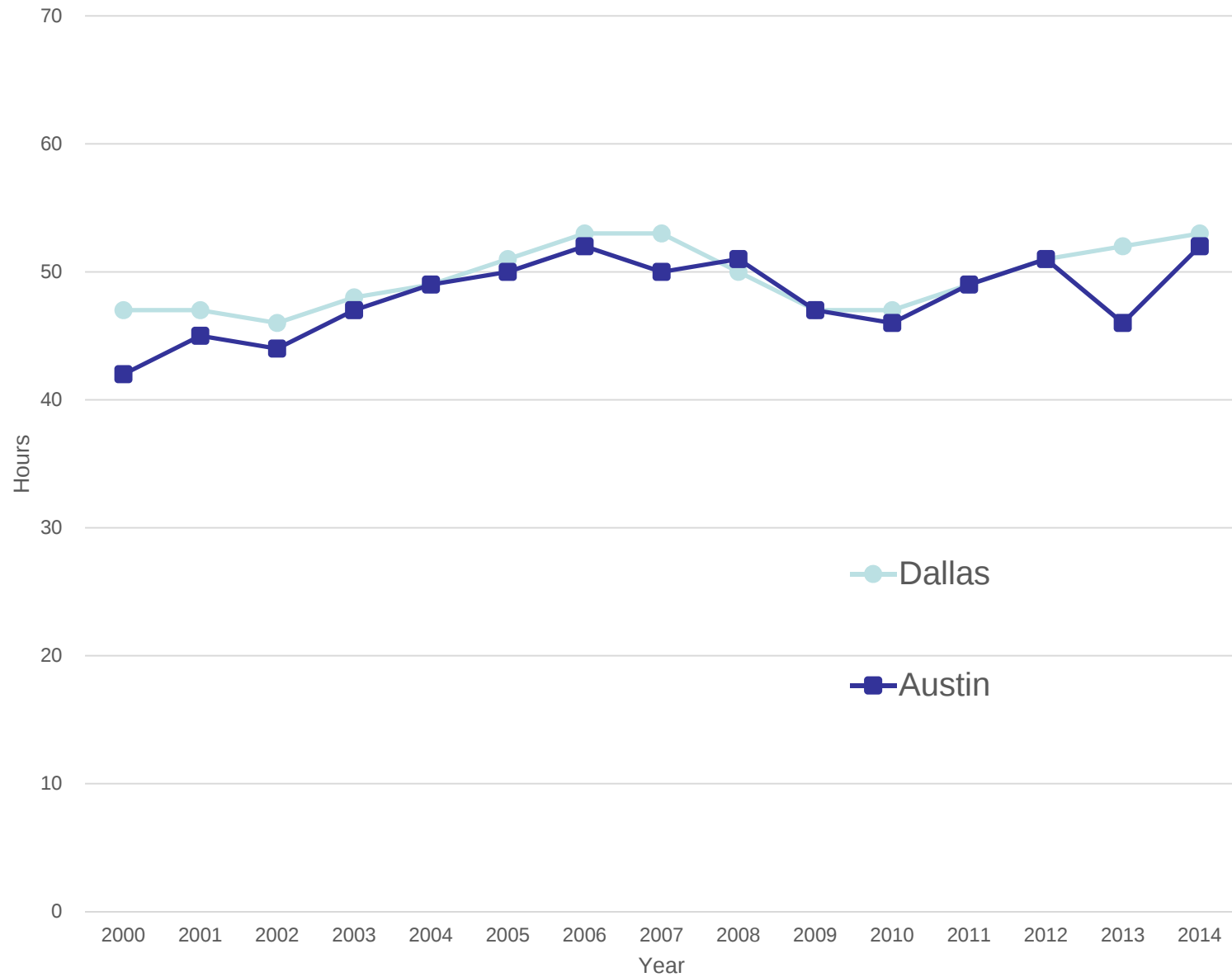
(<http://www.dfwcleancities.org/default.asp>)

- [Stakeholders \(/about/stakeholders/default.asp\)](/about/stakeholders/default.asp)
- [Vendor Directory \(/services/vendordirectory.asp\)](/services/vendordirectory.asp)
- [Funding \(/funding/default.asp\)](/funding/default.asp)
- [Events \(/about/events.asp\)](/about/events.asp)
- [Newsletters \(/resources/newsletters.asp\)](/resources/newsletters.asp)
- [Success Stories \(/about/stakeholders/success/default.asp\)](/about/stakeholders/success/default.asp)
- [Contact Us \(/about/contact.asp\)](/about/contact.asp)

[sitemap \(/sitemap.asp\)](/sitemap.asp) | [legal disclaimer \(/about/disclaimer.asp\)](/about/disclaimer.asp) | <http://www.civicasoft.com>

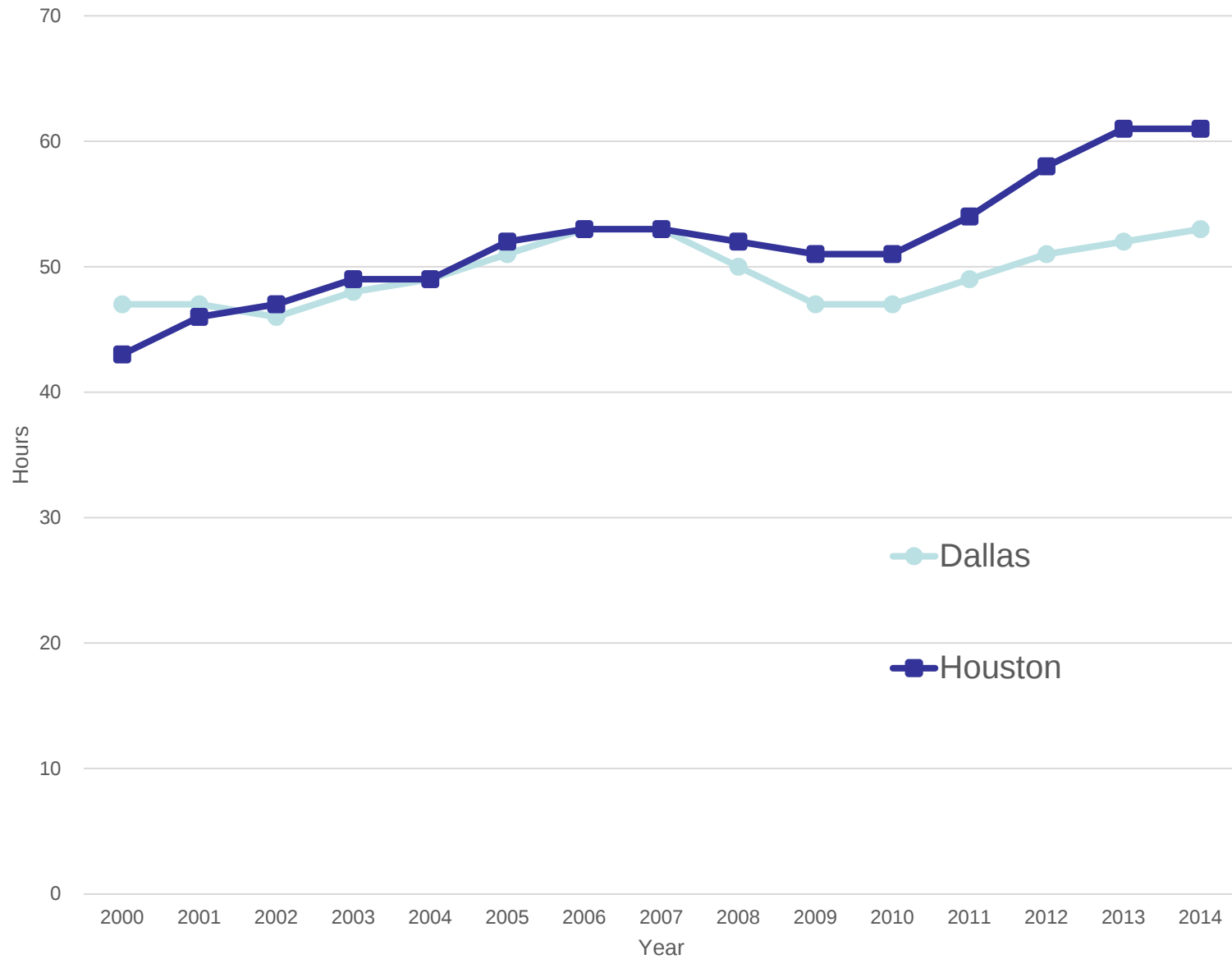
Average Annual Hours of Delay per Auto Commuter

Source: TTI 2015 Urban Mobility Scorecard



Average Annual Hours of Delay per Auto Commuter

Source: TTI 2015 Urban Mobility Scorecard



NORTH CENTRAL TEXAS
 COUNCIL OF GOVERNMENTS
 TRAVEL DEMAND MANAGEMENT PROGRAM AREA

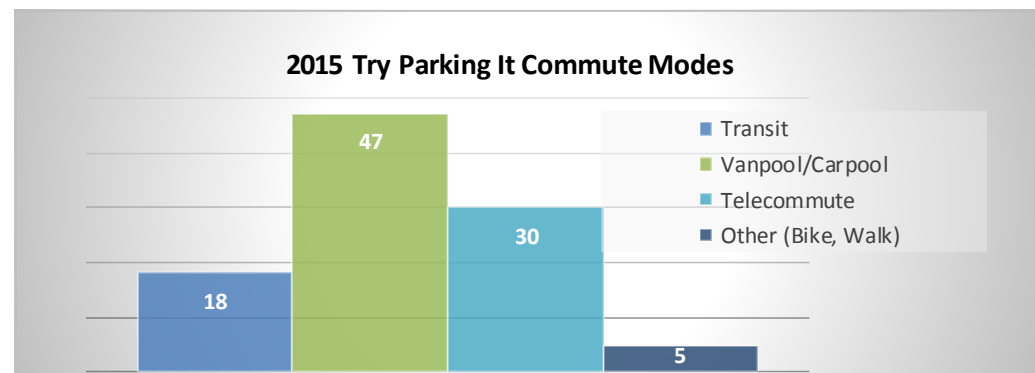
TRY PARKING IT WEBSITE: JANUARY - JUNE 2015

Information as Reported through TryParkingIt.com

Commute Modes January – June 2015

Commute Mode	Number of Times Used	VMT Reduced (mi)	Percentage Used
Transit	1,030	43,431	18
Vanpool – Ride	330	26,164	6
Vanpool – Drive	655	44,216	12
Carpool – Ride	889	42,184	16
Carpool – Drive	736	34,740	13
Telework Center	8	374	0
Bicycle	306	3,911	5
Telecommute	1,660	88,301	30
Walk	25	811	0

The different types of commute modes are listed in the chart above for the months of January to June 2015. A large majority of the participants in Try Parking It (47%) utilize the Vanpool and Carpool method as popular choices for alternative commutes. Telecommuting also showed significant popularity (30%) in the first half of the year.



Emissions Report January – June 2015

Vehicle Type	Miles Reduced	VOC (lbs)	NOx (lbs)	CO (lbs)	PM (lbs)	CO2 (lbs)	SO2 (lbs)
Automobiles [gas]	181,877	226	197	3,019	5	147,710	3
Automobiles [diesel]	0	0	0	0	0	0	0
SUV/Truck/Van [gas]	87,451	137	170	2,020	2	99,060	2
SUV/Truck/Van [diesel]	0	0	0	0	0	0	0
Motorcycle	10	0	0	0	0	4	0
Hybrid Vehicle	0	0	0	0	0	0	0
Totals	269,338	363	367	5,039	7	246,774	5

Employer and Emissions Report

Employer Statistics January – June 2015

The Try Parking It website continued to receive new employer registration for the first half of the year 2015. Between the months of January and June, 157 new employers were reported.

Total Employers Registered	3,352
Total New Employer Registration	157
Total Number of Users to Date	17,993

tryparkingit.com

**NORTH CENTRAL TEXAS
COUNCIL OF
GOVERNMENTS**

Contact Information

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twilson@nctcog.org

Sonya Landrum
Tel: 817.695.9273
E-mail:
slandrum@nctcog.org



www.nctcog.org



tryparkingit.com



www.dart.org



www.the-t.com



www.dcta.net



www.trinityrailwayexpress.org

VANPOOL AND ETR PROGRAM PERFORMANCE REPORTS: JANUARY – JUNE 2015

Regional Vanpool Program Jan – Jun 2015

Vanpool Program	DART	The T	DCTA	Combined
Total Number of Vans to Date	178	147	32	357
Average Number of Participants Per Month	1,655	1,082	312	3,049
Average Vehicle Miles of Travel Reduced Per Month	2,533,326	1,674,735	484,960	4,693,021
Average Vehicle Trips Reduced Per Month	62,240	38,947	11,835	113,022
Total NOx Emissions Reduced (lbs)	56,581	37,404	10,831	104,816
Total VOC Emissions Reduced (lbs)	37,162	24,567	7,114	68,843

Vanpool Discount on Managed Lane Facilities

As part of the Regional Transportation Council's (RTC) policy on Managed Toll Lanes, vanpools operated by DART, DCTA, and The T are eligible to receive a 50% reimbursement on toll charges when the vanpools utilize Managed Toll Lanes during the peak traffic periods Monday through Friday, 6:30 AM – 9:00 AM and 3:00 PM – 6:30 PM. The following actions are required to receive reimbursement of the vanpool toll discount: the vanpool is an RTC -sponsored public vanpool operated by DART, DCTA, or The T; the vanpool requestor has pre-registered as part of the TEXPRESS HOV pre-declaration process; and the requestor must obtain and display a valid TollTag, TxTag, or EZ Tag on the van windshield. For more information and to access the reimbursement request form, please visit the [Vanpool Discount on Managed Lane Facilities](#) webpage.

TryParkingIt.com Update

TryParkingIt.com was originally launched in 2006 and was updated in 2010 with a ride-matching component that allowed commuters to locate both carpool and vanpool matches throughout the region. In April 2015, NCTCOG released a Request for Proposals (RFP) for a Hosted Website Solution for [TryParkingIt.com](#). On June 25th, the NCTCOG Executive Board approved the recommendation to enter into a contract with RideShark Corporation to host the improved website. The coming changes include the addition of transit, biking, and walking matches/mentors; multi-modal trip logging; ride-match text alerts; and more modern functionality. An exciting addition to the website is an integrated reward system that incorporates incentives to motivate commuters to increase their use and reporting of alternative commutes.



Employer Trip Reduction (ETR) Program News

With the relaunching of TryParkingIt.com, NCTCOG will also initiate new efforts to promote and expand the Employer Trip Reduction (ETR) Program in North Texas. An ETR Employer Manual is currently in development, and will be finalized in the coming months. The Manual will describe alternative commute options, highlight NCTCOG air quality and TDM programs, outline benefits, and offer assistance in implementing workplace programs. Direct employer outreach will be our strategy for getting the manuals to the business community. This will be another step in building lasting relationships with local employers and making positive impacts on traffic congestion and air quality in our region. If you would like more information about the Manual or would like to meet with us, please contact Tori Wilson at twilson@nctcog.org or 817-695-9549.



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

August 31, 2015

Mr. John Barton, P.E.
Deputy Executive Director
Texas Department of Transportation
125 East 11th Street
Austin, TX 78711

Dear Mr. Barton:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), we would like to thank you for your valuable service as Deputy Executive Director of the Texas Department of Transportation (TxDOT). We have enjoyed working with you to create a lasting partnership between our agencies. Developing a close relationship has certainly proved effective in improving our region's transportation system. We hope that as you enter the next phase of your life that you remain as successful as you have been during your time at TxDOT.

Again, we thank you for your service and for your willingness to partner with the RTC. If you have any questions, feel free to contact me or Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,

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

RH:ch

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



*"Providing the
highest quality of service
at the best value."*

Mayor David L. Cook

1200 E. Broad St.
Mansfield, Texas 76063

817-276-4204
david.cook@mansfield-tx.gov

City Council:

Brent Newsom
Place 2

Stephen Lindsey
Place 3

Darryl Haynes
Place 4

Cory Hoffman
Place 5

Wendy Burgess
Place 6

Larry Brosch
Place 7

August 31, 2015

Chairman Kenneth Barr
NTTA Administrative Offices
5900 W. Plano Parkway
Plano, TX 75093

Dear Chairman Barr:

As you may recall when the City of Mansfield hosted a small celebration upon the State Highway 360 project being cleared for funding, I briefly discussed with you both the possibility and process of having the new Highway 360 roadway named after former State Senator Chris Harris. As you know firsthand, Senator Harris worked tirelessly on this project throughout the 28 year tenure of his service to the citizens of the State of Texas in the Texas Legislature, serving in both the House and Senate chambers. Senator Harris has been involved with this project from the time of its inception when the necessary land had to be acquired, through the installment of the existing service roads, and ultimately getting the project into the federal environmental review process.

In making this naming request for Senator Harris, please know I completely understand and appreciate the reality of having finally reached this milestone of Highway 360 being environmentally cleared, funded, and near ready for construction, has been made possible and is being achieved only because of the efforts of many individuals, which obviously includes the five people I have included in this correspondence and many others, including former State Representative Toby Goodman, Tarrant County Commissioner Andy Nguyen, Tarrant County Judge Glen Whitley, Mayor Ron Jensen, Mayor Charles England, Mayor Pro Tem Kathryn Wilemon, and many, many others. On behalf of the City of Mansfield, I want to extend our gratitude and appreciation to everyone that has been involved at some point along the way in getting this necessary roadway constructed. The relief this project will bring in traffic mitigation will be widespread and

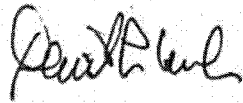
Chairman Kenneth Barr
August 31, 2015
Page 2

will benefit many residents of Mansfield, Arlington, Grand Prairie, Tarrant County, Dallas County, Ellis County, and Johnson County. Additionally, it will create tremendous economic development opportunities not only for the above governmental entities, more importantly, many businesses in the private sector will have the opportunity to help grow our regional economy here in North Texas.

I have had the opportunity to briefly discuss this matter with Victor Vandergriff and Brian Barth and collectively, it sounds like this request should be handled by and through NTTA, since NTTA will ultimately own and operate the new highway. If agreeable, I would like to set up a phone conference with you, Mr. Barth and myself so we can discuss the necessary steps to review this naming request. During the call, I would like to learn of any steps I can take to assist in this worthy request. Please feel free to contact me via email or cell phone, which is 817-832-8434. I look forward to hearing from you.

In closing, thank you for all that you have done in North Texas and what you are currently doing to make our community the best place to live, work, and play. Best regards.

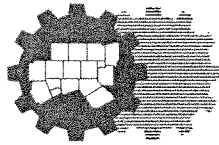
Sincerely,



David L. Cook
Mayor

DLC:vle

Cc: Brian Barth, TxDOT, Fort Worth District Engineer
Victor Vandergriff, TxDOT, Commissioner
Michael Morris, NCTCOG, Director of Transportation
Clayton W. Chandler, City Manager, City of Mansfield



North Central Texas Council Of Governments

August 21, 2015

Mr. Rodney Clark
Senior Program Manager
Texas Airports Development Office
Federal Aviation Administration
Southwest Region Airports Division
2601 Meacham Boulevard
Fort Worth, TX 76137-0650

Dear Mr. Clark:

Thank you for discussing the North Central Texas Council of Governments' (NCTCOG) grant application proposing to conduct Airport Geographic Information System (GIS) data collection. Based upon current eligibility requirements and anticipated projects to receive Fiscal Year (FY) 2016 Airport Improvement Program funding, we understand discretionary dollars to fund a regional planning study of this kind are currently unavailable.

As you know, in 2010 the NCTCOG utilized 2030 demographic projections to forecast regional aviation operations, based aircraft, and correlating facility development recommendations for the current regional aviation system plan. Referencing Federal Aviation Administration's (FAA's) Airport System Planning Process Advisory Circular (150/5070-7), it may be necessary to complete interim updates to metropolitan airport systems in complex regions every two to five years. This summer the NCTCOG's Executive Board accepted 2040 demographic projections and an updated land use model for the region.

With the presence of complex regional development characteristics, the density of aviation facilities, and availability of more current demographic data for North Central Texas, the NCTCOG staff believes there is merit in completing an update to the existing regional system plan. An important element of this update will be the development of a Web-based, geospatial analysis and database platform to serve as a clearinghouse for regional aviation data.

The NCTCOG is committed to preserving airport infrastructure and sustaining the growth of aviation activity in North Central Texas. This letter confirms our understanding that there are no anticipated dollars available for FY2016 for this type of effort and we would like to work with you to update the grant proposal as outlined above. The updated grant proposal would then be submitted to the Federal Aviation Administration (FAA) for possible FY2017 dollars. Please contact Natalie Bettger, Senior Program Manager via email at nbettger@nctcog.org or by phone at 817-695-9280 to confirm understanding of submitting an updated grant proposal. We look forward to on-going communication and coordination with FAA to ensure the long-term viability of this region's aviation system.

Sincerely,

Michael Morris, P.E.
Director of Transportation

MB:ac



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

August 20, 2015

Mr. Tryon D. Lewis
Chair
Texas Transportation
Commission
125 East 11th Street
Austin, TX 78701

Mr. Jeff Austin, III
Commissioner
Texas Transportation
Commission
125 East 11th Street
Austin, TX 78701

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

Mr. Jeff Moseley
Commissioner
Texas Transportation
Commission
125 East 11th Street
Austin, TX 78701

Mr. Victor Vandergriff
Commissioner
Texas Transportation
Commission
125 East 11th Street
Austin, TX 78701

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

Please find enclosed the Regional Transportation Council (RTC) Resolution Reaffirming the Introduction of a Tolerated Element to the Interim HOV Lane on IH 635 East from US 75 to IH 30 (R15-03) approved at the August 13, 2015, RTC meeting.

If you have any questions, please contact Michael Morris, NCTCOG Director of Transportation, at (817) 695-9241.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mark Riley", is written over a faint, circular, dotted background.

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

Enclosure

cc: Lieutenant General Joe Weber, USMC (Retired), Executive Director, TxDOT
Kelly Selman, P.E., District Engineer, TxDOT, Dallas District

**RESOLUTION REAFFIRMING THE INTRODUCTION OF A TOLLED ELEMENT TO THE
INTERIM HOV LANE ON IH 635 EAST FROM US 75 TO IH 30
(R15-03)**

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments, and has been and continues to be the regional forum for cooperative decisions on transportation; and,

WHEREAS, the RTC is responsible for the approval of projects and project funding in the Transportation Improvement Program (TIP); and,

WHEREAS, the RTC has approved all interim HOV lanes to be advanced to a permanent toll managed lane facility as quickly as possible; and,

WHEREAS, on October 9, 2014, the RTC approved funding for and requested the Texas Department of Transportation (TxDOT) to advance interim improvements on IH 635 East to advance immediate capacity and air quality improvements to thousands of drivers; and,

WHEREAS, on November 20, 2014, NCTCOG staff presented the RTC position at the TxDOT public hearing advancing improvements on the interim facility; and,

WHEREAS, on January 12, 2015, the Federal Highway Administration approved the environmental clearance for this project with a Blanket Categorical Exclusion; and,

WHEREAS, on February 26, 2015, the Texas Transportation Commission selected the contractor to make improvements on IH 635 East.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

Section 1. The Regional Transportation Council reaffirms the introduction of a tolled element to the interim HOV lane on IH 635 East from US 75 to IH 30.

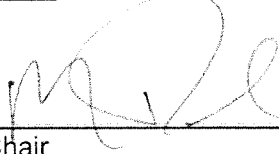
Section 2. The Regional Transportation Council selects November 3, 2015, (Election Day) as an opportunity to shift the funding for approximately 50 percent of the future tolled projects to "pay as you go" with a successful approval of Proposition 7 by voters of Texas and an assignment of new revenues by the Texas Transportation Commission to projects in the Dallas-Fort Worth region.

Section 3. Contingent on Section 2, the Regional Transportation Council instructs staff to develop a proposal to advance the noise walls and the permanent IH 635 East project with a scaled back tolling approach on both the interim HOV lane and the permanent Express lane.

Section 4. The Regional Transportation Council reaffirms the importance and independence of a Federal Highway Administration action on an environmental impact process and the importance and independence of a Texas Transportation Commission procurement process selecting construction contractors.

Section 5. This resolution will be transmitted to the Texas Department of Transportation Executive Director, the District Engineer from the Dallas District, the members of the Texas Transportation Commission, and any other party requesting this position of the Regional Transportation Council.

Section 6. This resolution shall be in effect immediately upon its adoption.



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

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on August 13, 2015.



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



DON HUFFINES
STATE SENATOR • DISTRICT 16

August 10, 2015

Mr. Mike Cantrell
Regional Transportation Council
PO Box 5888
Arlington, Texas 76005-5888

Dear Mr. Cantrell:

Thank you so much for taking the time to contact my office to voice your opinion. Active constituents who engage with their state government on policy issues make my public service much more effective and easier.

With the 84th Legislature adjourned, there are no further legislative actions that can be taken at this time. I will keep your correspondence in mind for future sessions. The 85th Texas Legislature will convene in January 2017. If you have any inquiries about the final status of bills in the 84th Legislature, please visit <http://www.capitol.state.tx.us>, which is a great state resource on the Legislature and legislation.

Once again, thank you for taking the time to contact me. I am grateful to have served in the 84th Legislature and look forward to continuing to serve my constituents in future sessions. Please do not hesitate to contact my office if you have anything else you would like to share.

In Liberty and your employee,

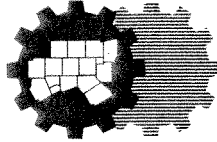
A handwritten signature in cursive script that reads "Don Huffines".

Senator Don Huffines

RECEIVED

AUG 14 2015

TRANSPORTATION



North Central Texas Council Of Governments

August 13, 2015

Mr. Erik Steavens
Director, Rail Division
Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701-2483

RE: Dallas-Fort Worth Core Express Service Alignment Alternatives

Dear Mr. Steavens:

During the Dallas-Fort Worth Core Express Service National Environmental Policy Act (NEPA) High Performance Rail corridor analysis, the identification of various alternatives is an important step. As many alternatives have been examined, the North Central Texas Council of Governments' (NCTCOG) staff has also investigated additional alignment options.

The enclosed map identifies several "hybrid" alignment options incorporating the IH-30, Trinity Railway Express, and other corridors. NCTCOG staff requests these options be considered in the formal NEPA alternatives analysis process.

Please contact me at kfeldt@nctcog.org or 817-704-2529 with any questions or concerns regarding this request.

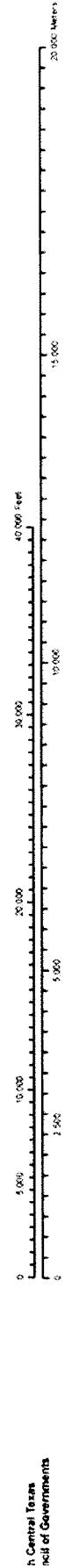
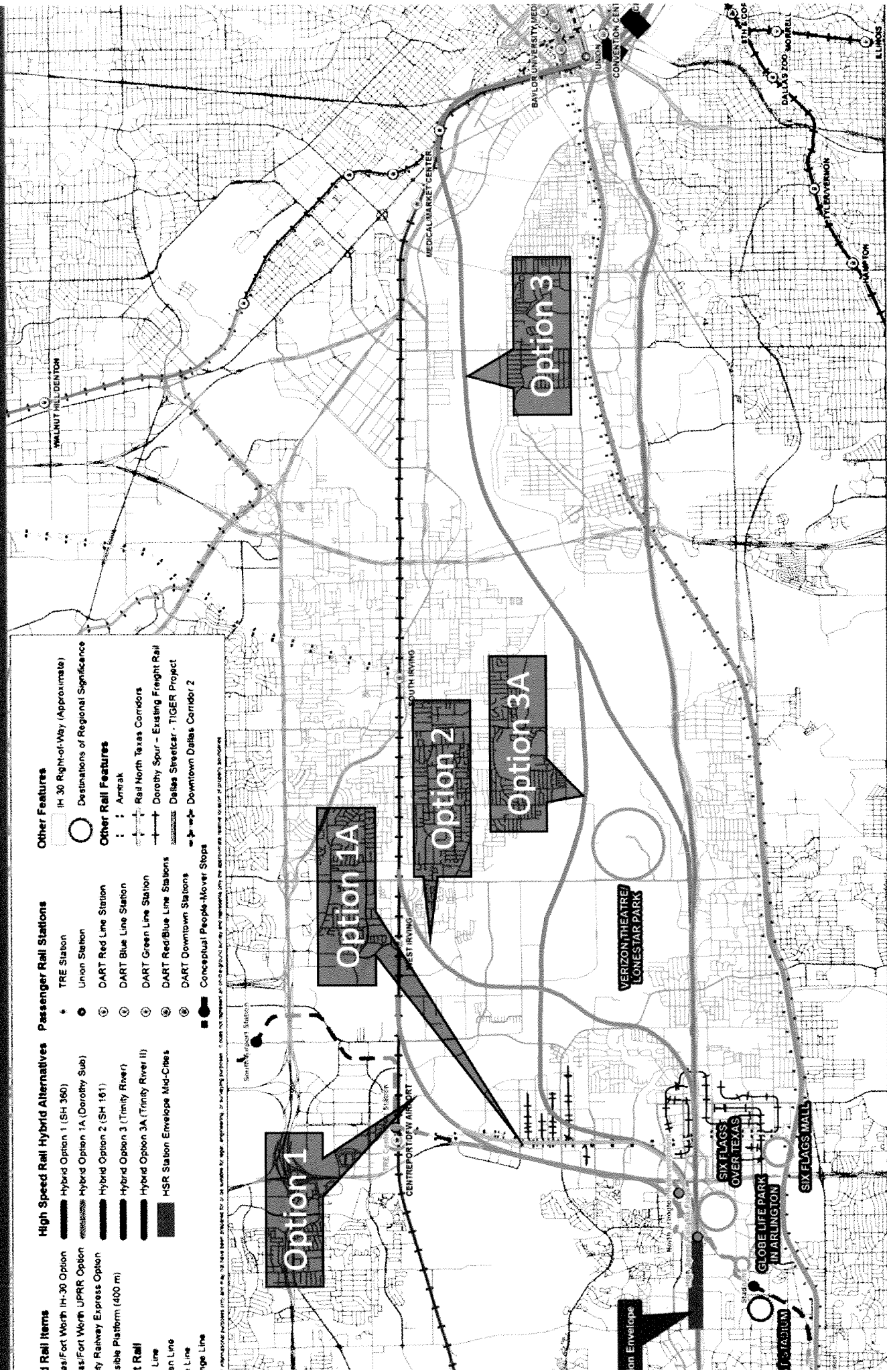
Sincerely,

Kevin Feldt, AICP
Program Manager

KF:lk
Enclosure

cc: Chad Coburn, Rail Planner, Texas Department of Transportation
Ed Campbell, P.E., Assistant Vice President, Parsons Brinckerhoff
Michael Morris, P.E., Director of Transportation, NCTCOG ✓

High Speed Rail - Downtown Dallas to Downtown Fort Worth



NRH officially approves TEX Rail stations

By Gene Trainor

Special to the Star-Telegram

NORTH RICHLAND HILLS

The city has officially joined the TEX Rail project by approving an agreement to participate in the planned commuter rail.

City leaders said they believe that the stations planned for Iron Horse Boulevard and the Smithfield area will be catalysts for development on nearby property, besides giving residents a transportation alternative. The rail line will link downtown Fort Worth and Dallas/Fort Worth Airport.

City Councilman Tom Lombard compared the rail line to the city's opening of the Iron Horse Golf Course in 1989 and to the city's extensive trail system.

"I think this is a big, big game-changer for us," Lombard said.

Tarrant County's population is expected to increase from 1.8 million residents in 2010 to 2.06 million residents in 2020 and 2.3 million residents in 2030, according to the Region C Water Planning Group.

"Building more roads to address congestion is impractical, unsustainable, cost-prohibitive, and none of us like sitting in that traffic," Mayor Oscar Trevino said at a recent City Council meeting. "A lot of people don't think it's going to be here. That rail is going to be running through North Richland Hills, and we deserve stations on it."

The city will pay for its contribution to the project, overseen by the Fort Worth Transportation Authority, by creating tax increment finance (TIF) districts, or something similar, around the station areas and using TIF revenue from the city's Home Town NRH area. TIFs typically take the tax revenue gleaned from a property's added value from development and use the money for public projects. The rail project is not expected to impact the city's property tax rate, city officials said.

The 27-mile TEX Rail line will begin at the T&P Station in Fort Worth and continue northeast through Haltom City, North Richland Hills, Grapevine and on to Terminal B at DFW Airport. The North

Richland Hills stations will be at 6416 Smithfield Road and near Iron Horse Boulevard, a half-mile north of Northeast Loop 820, according to Transportation Authority and city documents.

Commuter rail line is expected to begin transporting passengers in 2018 and cost more than \$800 million. The money is expected to come from federal, county and local dollars.

Participating communities were expected to approve a half-cent sales tax to cover their share of the project. But North Richland Hills is at its state-mandated 2 percent cap, with 1 percent of its sales tax revenue going to the general fund and half-cent sales taxes going to crime control and parks and recreation. The tax increment finance district or TIF represents a compromise and allows the city to join the regional effort, city officials said.

The City Council voted 7-0 July 13 to allow City Manager Mark Hindman to enter into an agreement with the Fort Worth Transportation Authority to allow the city to participate in the TEX Rail project.

Read more here: <http://www.star-telegram.com/news/local/community/northeast-tarrant/article29810527.html#storylink=cpy>

Texas may lower ‘Wrong Way’ signs to prevent head-on crashes

By Gordon Dickson

gdickson@star-telegram.com

Many of the worst crashes in North Texas history involved wrong-way drivers.

Just last week, four people and a dog were killed in a fiery head-on collision in Greenville, northeast of Dallas, after a driver apparently became confused and drove the wrong way on Interstate 30.

But safety experts and road engineers say they’re working on new, more creative methods to stop motorists — including drunken drivers — from entering a road going the wrong direction.

One solution that has been tried in a few places and appears to be working is to mount “Wrong Way” and “Do Not Enter” signs on poles just 3 feet off the ground rather than the traditional 7 feet. Officials say intoxicated drivers are more likely to see lower signs.

“They’re not looking to the left or right or scanning up high. They’re basically looking right over the hood at the pavement right in front of them,” said Scott Cooner, a researcher at the Texas A&M Transportation Institute who has taken part in multiple wrong-way research projects during the past 12 years.

In one such project, volunteers were given alcohol under police supervision in Austin and their ability to drive was examined on a test track, with their eye movements measured by computer software.

The North Texas Tollway Authority has installed lower signs at a few intersections on its toll road system in the Dallas area. And a high-ranking Transportation Department official recently gave district engineers in the agency’s 25 offices statewide the discretion to install the lower signs in corridors where wrong-way incidents are known to have occurred.

Fort Worth motorists could see the lower “Wrong Way” signs in some places as soon as spring, a spokesman said.

The Transportation Department is also using new pavement markers and reflective materials designed to alert drivers when they’re going the wrong way.

Common factors

Many of the worst crashes in the Metroplex have several factors in common.

They often occur at night. They often involve intoxicated drivers. And the offending motorist is often traveling in the wrong direction — heading northbound in a southbound lane, for example.

On Friday, a 78-year-old retired truck driver apparently became confused and began heading east on westbound I-30 in a silver Mercury, WFAA reported. The man's car, which was also carrying his dog, collided with a white SUV carrying five Virginia teenagers who had been heading to Austin. A tractor-trailer was unable to stop and struck both vehicles — causing the SUV to catch fire. The Mercury driver and three of the teenagers were killed. Two others were hospitalized.

In December, 18-year-old Sabrina Fernandez, her unborn child and the driver of a vehicle going the wrong way on Interstate 30 in east Fort Worth were killed in a head-on collision. The crash occurred as police, who had been alerted to a wrong-way driver, were en route to try to catch the wayward car.

In 2003, Brent Jones, 37, was killed when a man entered Airport Freeway by going the wrong way on an offramp near East Belknap Street near downtown Fort Worth. Jones was survived by his wife and twin infant girls. The driver of the other car, a repeat DWI offender, became the first person in Tarrant County convicted of murder in a drunken-driving case.

Tollway tragedies

The North Texas Tollway Authority, beginning in 2011, installed lower “Wrong Way” and “Do Not Enter” signs at a few intersections, including at an offramp near the President George Bush Turnpike and Luna Road in Carrollton. The decision was made after nearly two years of research into preventing wrong-way crashes, which were rampant at the time.

The authority, based in Plano, operates toll roads throughout the region, including Chisholm Trail Parkway between Fort Worth and Cleburne.

In 2009, four people were killed in wrong-way crashes on the Dallas North Tollway alone, and a total of eight wrong-way incidents were recorded on the tollway system, officials said.

“We have received a preliminary technical memo which we are reviewing, but the initial information indicates we have a 56 percent reduction in wrong-way driving events at lowered-sign locations,” tollway authority spokesman Michael Rey said.

The lower signs aren't on Chisholm Trail Parkway yet because they were authorized only at a limited number of test sites. But the Fort Worth toll road does have raised pavement reflectors designed to glow red when a motorist travels the wrong direction, Rey said.

Proceeding with caution

While the tollway authority was relatively quick to install the lower signs, the Transportation Department has taken a more calculated approach.

On June 3, district engineers statewide were given the option of using the lower signs in areas where wrong-way driving is a known problem.

But two research projects have drawn different conclusions about whether the lower signs are effective. One study recommended using the signs, and the other concluded that they are unproven. As a result, Carol Rawson, the Transportation Department's traffic operations director, recommended that district engineers not rely solely on lower signs.

"If your district chooses to use a lowered sign mount for 'Do Not Enter' or 'Wrong Way' signs ... we recommend that it be used in conjunction with other wrong way countermeasures," Rawson wrote in a June 3 memo to district directors.

Other possible steps include the use of reflective red sheeting on signposts and flashing red LED lights around the signs' borders. Motorists in a corridor where a wrong-way driver is spotted can be warned by electronic messages on overhead highway signs, she said.

A decision on where to install the lower signs hasn't been made in the Fort Worth area, spokesman Val Lopez said.

"The locations and recommendations are still being determined, but we expect that the countermeasure features will go to contract next spring," Lopez said.

"It's also important to remember that most of these wrong-way driving incidents are caused by drunk drivers," he said. "So while we can implement all of the engineering enhancements possible to build safer roads, at the end of the day, motorists hold the key to driving safely."

This report includes material from the Star-Telegram archives.

Gordon Dickson, 817-390-7796

Read more here: <http://www.star-telegram.com/news/local/article30731955.html#storylink=cpy>

Dallas council vote favors smaller Trinity road

By ELIZABETH FINDELL efindell@dallasnews.com

Staff Writer

Published: 12 August 2015 11:14 PM

Updated: 13 August 2015 01:06 AM

The Dallas City Council on Wednesday further signaled its preference for a smaller, less intrusive road inside the Trinity River levees, voting unanimously to restrict the future use of \$47.7 million in city bond money to a project of no more than four lanes.

The vote does not preclude the construction of the much larger toll road that has long been contemplated along the river, and the city will continue to pursue federal approval of that larger project. But it's evidence, Mayor Mike Rawlings said, of a growing sentiment among elected officials that smaller is better.

"We are finding common ground here that a four-lane road is the best alternative and we can do that work without upsetting the outcome in Washington," Rawlings said, referring to the pending approval of the larger Trinity Parkway.

The unanimous vote — a rarity on almost any question involving the Trinity toll road — came on a proposal made by freshman council member Adam McGough. It said the bond money should be spent on park development, flood control and lakes along the river and for a road of no larger than four lanes.

That's in keeping with the recommendation of a "dream team" of design experts, who called in April for a meandering road that would serve primarily to provide access to a downtown park along the river. At the time, the council generally agreed with the suggestion but voted to continue seeking federal approval for the larger road — 6 to 10 lanes — known as Alternative 3C.

Proponents of that course of action said they didn't want to disrupt the approval process but favored the smaller version, at least as a first phase. Opponents of the larger toll road expressed skepticism, saying that what would get ultimately built would be the largest road permissible.

The money at stake in Wednesday's vote represents a small fraction of the cost of either roadway. Alternative 3C's price tag, for example, is estimated at \$1.3 billion. Still, by saying that it wants to spend its relatively small portion on a four-lane road, the council seemed to provide clear direction to city staff members working on the Trinity project.

It was the first voting meeting of the council since six new members were sworn in. Opponents of Alternative 3C picked up seats in spring elections, perhaps putting them within a vote of a majority on the issue. They initially sought to direct the bond money away from a road or lakes entirely and use it all for flood control.

Others, however, argued that halting financing for the lakes would kill any progress toward recreational development. Work is expected to begin on a small version of the lakes near downtown within a year. The excavated dirt will be used to build a bench for the road.

McGough, Rawlings' former chief of staff, proposed his compromise, saying the council had "a moment of agreement" around a four-lane road and park.

Craig Holcomb, director of the nonprofit Trinity Commons Foundation, said he hoped Wednesday's council unity would encourage governmental entities and private donors to support the park and roadway.

"It's not controversial anymore," he said. "This vote says, 'We want four lanes and our money can only be spent on four lanes.'"

Council member Philip Kingston, a prominent foe of a large road, called the solution "a fantastic outcome."

"This is not the best outcome for people who are opposed to a destructive thoroughfare through the park," he said. "It's not the best outcome for people who are wanting a large reliever road through the park. It is a compromise."

Staff members reassured council members that the move shouldn't affect approvals already granted by the U.S. Army Corps of Engineers for a roadway, lake excavation and park development.

Assistant City Manager Mark McDaniel said the bench for the road would stay the same, regardless of how many lanes were built.

Wednesday's vote did not address the road's speed, general design or tolls. Evaluating such questions and bringing suggestions back to the council is the staff's focus now, he said.

The Regional Transportation Council on Thursday will discuss plans to pay for more detailed schematics, design guidelines and a computer-generated video of the dream team's recommended version of the road. That will likely be used to get federal approval to move forward on the first phase of construction.

The RTC sets transportation policy for the North Central Texas Council of Governments, which steers federal money to local projects. The RTC has agreed to spend up to \$85 million to design the Trinity road project. More than \$31 million has been spent.

Michael Morris, transportation director for the council of governments, said the schematics and video would likely cost about \$1 million. He said federal agencies would want to see design details before approving or rejecting any proposed changes to the road.

Staff writer Brandon Formby contributed to this report.

North Texas drivers don't like driving 50 mph on Chisholm Trail Parkway

Gordon Dickson
The Star Telegram

Since Chisholm Trail Parkway opened more than a year ago, motorists have complained less about the tolls they have to pay and more about the 50 mph speed limit they're expected to obey on the northernmost portion of the road.

But that restrictive speed limit may soon be relaxed.

Officials from Fort Worth, Cleburne and other area cities are talking behind the scenes about persuading the North Texas Tollway Authority to bump up the speed limit to a level more comparable to other area highways and tollways, including neighboring Interstate 35W.

"On I-35, you've got bumper-to-bumper traffic going 70 miles per hour," said R.C. McFall, a former Johnson County commissioner who now serves on the tollway authority's Contiguous County Advisory Committee. That committee represents the interests of communities such as Cleburne and Glen Rose that are on the outskirts of the Metroplex, but are now easier to get to because of toll projects.

"People just want more speed," McFall said. "Everybody wants to move."

Strange configuration

Chisholm Trail Parkway, which opened in May 2014, is a 28-mile toll road with a strange design and speed configuration.

Down south in partly rural Johnson County, the road is only one lane in each direction, but motorists can legally go 70 mph. Heading north into Fort Worth, the road widens to two lanes in each direction, but the speed limit drops to 60 mph.

Then for the final four miles from roughly Arborlawn Drive to Interstate 30 near downtown Fort Worth, the road expands to three lanes in each direction -- but the speed limit is reduced to 50 mph, creating what some motorists claim is a snail's pace on their commute to work.

State troopers from the Texas Department of Public Safety as well as traffic officers from the Fort Worth Police Department patrol the 50 mph corridor vigorously. On any given day, it's common to see at least one and sometimes two patrol cars on the roadside, with an officer writing a citation to a violator.

Fort Worth feel

Fort Worth city leaders are to blame for the low speed limit, although most observers would probably agree that their intentions were good. In the early 2000s, when the city, the tollway authority and Texas Department of Transportation were negotiating how to pay for and build the road, Fort Worth officials requested the lower speed limit as part of a broader aesthetics plan.

The idea was, if the road truly resembled a winding parkway, with trees and smartly-painted bridges, its presence would do less environmental harm to the decades-old neighborhoods in its path such as Overton Woods and Mistletoe Heights. City leaders said they wanted a road with a "Fort Worth feel."

Their main concern in calling for a 50 mph speed limit was to minimize the noise of passing traffic.

The tollway authority was even authorized to collect an additional 4 cents per mile to offset the more expensive landscaping, as well as the projected loss of traffic from prospective motorists who would avoid the road because of the lower speed.

But a decade after all that planning, much has changed in Texas. Back then, most highways in populated parts of the state had speed limits of 60 mph or less. Now, many of those highways are 70, 75 or even 80 mph. (There is even an 85 mph toll road -- the fastest legal speed in the United States -- south of Austin.)

Chisholm Trail Parkway is now one of the slowest limited-access roadways in the state.

Designed for faster pace

Despite all that was said in the early 2000s about preserving the lower speed limit in older Fort Worth neighborhoods, it is legally possible -- some might even say easy -- to raise the speed limit, tollway authority officials said.

All it takes is for a team of traffic engineers to travel the road, observe their comfort levels at varying speeds, make note of any potential hazards and then conduct a study known as an "85th percentile test."

In that test, engineers use a laser gun or similar technology to make note of how fast a sample of cars (usually several hundred) is traveling on a typical, dry-weather, midweek workday. The speed limit is then set at a level at which 85 percent of those travelers would be legal, rounded down to the nearest 5 mph.

In other words, if 85 percent of motorists is measured traveling at or below 66 mph, then the test would recommend setting the posted speed limit at 65 mph.

The tollway authority board of directors, which meets monthly at its Plano headquarters, would then have the final vote to determine whether to actually change the speed limit.

The tollway authority is open to conducting that speed test as soon as work is completed on the I-30 interchange, officials said. That work is expected to be wrapped up in the next several weeks, officials said.

Typically, new roadways are given up to six months for traffic to "normalize" before a speed test

is conducted, said Elizabeth Mow, tollway authority assistant executive director of infrastructure.

"We'll work with the city or any of our partners if they want to change the lower speed limit," Mow said. "We really do hear a lot about the speed limit."

No unilateral decision

Fort Worth Councilman Jungus Jordan, whose district includes southwest Fort Worth, is among the proponents of a higher speed limit. Jordan said he hopes the city can hold public meetings as early as September or October to gauge public support for raising the legal speeds.

"We will not make a unilateral decision," he said. "We need to go through a thorough public process."

But Jordan said he already senses widespread support for higher speed thresholds not only in the four northernmost miles, but up and down the 28-mile corridor -- perhaps 10 mph faster than the current posted limits.

"An overwhelming majority of people -- maybe 99 of 100 -- tell me they love the road," he said, "but not the speed limit."

Gordon Dickson, 817-390-7796

The road that no town would claim

MEREDITH SHAMBURGER

Dallas Morning News

When a handful of Murphy residents sought to complain about potholes on Dublin Road, they couldn't figure out which city government to turn to. Neither could local officials.

What resulted was a game of municipal hot potato between Plano, Murphy and Parker.

"The county, the city of Parker, Murphy and Plano all had various pieces of [the road], which kind of explains why nobody claimed ownership of the maintenance responsibility," said Jack Carr, director of Plano's engineering department. "Everybody was pointing to the other agency, and because of that nobody fixed the roadway. The roadway deteriorated."

Significant rain and flooding had recently caused craters in the road near the Pecan Hollow Golf Course. To get the road fixed, Plano, Murphy and Parker first had to change their city limits because no one could figure out which city had jurisdiction over the road.

Now, a proposal to change the boundaries has been approved by all three cities. Instead of having the city limits run over the roadway, the boundary lines will run along the road's west right of way, ceding the Plano portions to Murphy and Parker.

Murphy resident Sana Nizami spoke about the road at the July 21 Murphy City Council meeting. Road conditions have always been bad, he said.

"Up until recently, we've all just been passively driving by it and not doing anything - until Texas decided to move to the Pacific Northwest and go through a torrential downpour," he said. "After that flooding, we had numerous potholes open up."

Nizami estimated 10 to 15 potholes appeared in a quarter-mile stretch around Clay Drive. Motorists were having trouble navigating the street without veering into oncoming traffic or the road's ditches.

That section of the road ended up being in Plano's jurisdiction - and has been filled in twice since residents began petitioning officials for help. But Nizami notes the road is heavily trafficked by Murphy residents.

"We would like to see the road that we reside on belong to the city that we also belong in," he said.

Meanwhile, city officials realized that confusion over maintenance was just one potential problem.

"The question of maintenance expanded to 'If there's a question there regarding who maintains the roadway, what about police and fire departments if there's an accident or police enforcement

that needs to be handled along that roadway?" Carr said. "How is that getting solved?"

Carr met with officials from Murphy and Parker to find a way to clarify the boundary line.

"It needed to be on one side or the other instead of the center part," he said. "So you look at who's driving on that roadway? Plano residents, if you look on the map - we don't have any portion of Plano that actually would regularly use that roadway to get to and from their homes. It was Parker residents and Murphy residents."

Plano has agreed to repave the Murphy portion of Dublin Road at a cost of \$190,000. Collin County will also pay for its part of the road's repaving under an interlocal agreement, Carr said. Responsibility for the traffic intersection at Dublin Road and FM544 will be taken over by the Texas Department of Transportation.

Carr says Plano is getting ready to repave the road sometime in the next few weeks.

It's not clear how the boundary line ended up along the road, though Carr theorizes that it happened when Plano annexed land that happened to end at that point. He says the city also needs to clear up a boundary on the west side of town along Marsh Lane.

During public meetings on the boundary change, some Murphy officials expressed hesitation to take over jurisdiction of the road, citing future maintenance cost issues. City Manager James Fisher said the benefits outweighed potential costs.

"It just gives some clear definition so that if there is an issue or incident, it's very easily understood which jurisdiction has priority," he said.

Fisher expects the repaved road will last for five to seven years, depending on weather and traffic.

Cities Looking to Combat Dangerous Drones

NCTCOG developing 'best practices' for cities to implement

By **Chris Van Horne**

There are more and more reports of drones flying dangerously close to airports. Now, local governments may be getting into the issue of drone safety. (Published Monday, Aug. 17, 2015)

Updated at 9:36 AM CDT on Tuesday, Aug 18, 2015

The issue of drones and airports continues to be a national topic of conversation.

Last week, the Federal Aviation Administration announced there have been more than 650 sightings of drones near airports already this year, more than twice the 238 reports from all of 2014.

Those close calls have been well-documented across the country and in North Texas, where there have been several drone sightings near Dallas Love Field this year.

Incidents of pilots reporting drones to air traffic control haven't played out at smaller airports like Fort Worth's Meacham or Spinks airports, but city officials worry that it's only a matter of time and they want to be proactive.

Fort Worth Airport System Director Bill Welstead said he's working with the city attorney's office on an ordinance to beef up enforcement for those operating drones dangerously close to airports. There's no timetable just yet for when that ordinance will be ready, but Fort Worth isn't the only government looking at such rules.

The North Central Texas Council of Governments is working to develop best practices for reducing dangerous drone use near airports.

Welstead is working with the group and said the goal is to be proactive and protect the airspace where drones could cause problems with planes and helicopters.

Welstead told NBC 5 by phone that the way to protect the airspace is to limit where drones can be legally used and establishing regulations and safe places where they can freely operate to keep operators away from more sensitive locations like airports.

While the FAA has come out with recommendations saying drones should remain five miles from airports when operated, that requirement isn't necessarily enforceable at this point.

Welstead said local, state and federal governments need to put laws on the books to enforce such restrictions and that those who do get caught operating drones illegally are typically charged with other offenses as punishment.

Many drone operators do use them safely, but cities may soon step up to ground those behaving badly.

A report by the news agency Reuters on Monday said Congress may look at legislation to reduce dangerous drone operations as early as next month.

Fort Worth officials find shortfalls while closing the books on bond programs

By Sandra Baker

sabaker@star-telegram.com

FORT WORTH

A culture of allowing accounting delays over the last three decades has so far led to the loss of \$1.7 million from Fort Worth coffers to cover bond program shortfalls.

City officials made the discovery while completing accounting efforts that need to be done before the city implements a new business management software program this fall — a finding the mayor said “shocked” her.

But, as city staff scrambles to close the books on those “unbalanced” and “inactive” projects by Sept. 1, that funding shortfall could grow, the City Council has been told.

“It’s important we close out these projects very quickly,” said Assistant City Manager Fernando Costa. “This is something the city should have been doing routinely. It became part of the culture. It was easy to put it off to another day.”

Costa said, “It was not a good practice. It’s never been an urgent matter for city staff. It should be, and going forward it will be.”

Since Feb. 1, a team of employees has worked to account for bond program dollars, matching up what was spent to the revenue stream. But in some cases, projects didn’t cost as much and ended up with a positive balance, but others ended with a negative balance. Money was moved internally between the projects to balance what they could.

There isn’t enough money to move around, however.

“I was shocked, truth be known,” Mayor Betsy Price said. “When I first saw this I was horrified because I could just picture that we would have millions here that we would have to find to fund. We still don’t know what’s out there.”

“For four years, I’ve worked on open government and transparency,” Price said. “I intend for this process to be very clear to our citizens. If we come up \$2 million or \$4 million short, I’m going to tell (citizens) where it came from, why it’s there and what we’re going to have to do to address it. I will admit, this makes me nervous until we get to the bottom of it.”

Unbalanced projects

For now, three administrative fund transfers totaling just under \$1.7 million from the contract street maintenance fund within the Transportation and Public Works Department have been made to cover the shortfalls, Costa said.

The transfers, Costa said, have caused “no delays” in the city’s street maintenance work.

The Finance Department will ask the City Council on Sept. 29 to replenish the street maintenance fund from another source, although what that source is has not been determined, Costa said.

City council members learned recently the city had an “unbalanced projects list” of 982 projects. That was reduced to 417 projects, or by 58 percent, by early July, according to a city report. Also, staff started out with an “inactive projects list” of about 594 projects and reduced it by 72 percent, to 165, in early July.

Voters have approved, and the city has sold, \$1.47 billion in bonds or certificates of obligation for capital improvement projects in the last 30 years, nearly the size of the city’s annual budget.

City Manager David Cooke said the issue came to light when city staff began working toward implementing the second phase of enterprise resource planning, a business management software for accounting and finance, scheduled to go live Oct. 1. The first phase of enterprise resource planning was done in 2011 to handle the city’s human resources and payroll functions.

Staff also saw the large number of open projects on the books when they began gathering data for capital improvement planning, he said.

“You always close out a project as soon as the warranty period is over, so there’s really no reason to have a project open a year after it’s been completed,” Cooke said.

Going forward, a more formal process with annual accounting measures will be in place within the ERP, Cooke said.

Lingering projects

The city is still dealing with lingering projects from funded by bond programs from years ago, including 11 road and bridge projects approved in the 2004 and 2008 bond elections. Of those, eight are now under construction. The remaining three will go under construction next year and will be built by the Texas Department of Transportation.

Several small park projects all under \$1 million haven’t been completed, as well as four major park projects. One of those, \$4.5 million of improvements to Gateway Park, now under construction, include \$644,723 from the 1978 bond program. And, a little more than \$1.2 million in improvements to Forest Park are now underway, which includes \$309,732 from the 1998 bond program.

Design work has started on the \$6 million Victory Forest Recreation Center at Hemphill and Biddison streets, which is funded with certificates of obligation issued in 2000 and 2013, the 2004 and 2014 bond programs, and park dedication fees.

Projects approved in the May 2014, \$292 million bond program also have been slow to start and not at the rate promised citizens. That's happened, in part, because of the unusually rainy spring, and the shortage of construction workers and rising construction prices, an industry-wide problem since the Great Recession, Costa said.

In 2013-14, the city planned to spend \$3.9 million of the bond program, but only spent \$800,000. In 2014-15, plans were to spend \$53.4 million, but only spent \$32.6 million and another \$10 million has encumbrances, falling \$10 million short. The City Council vowed to complete the 2014 bond program in five years.

"We can't go back on our promises on our bond elections. We intend to deliver just like we said," Price said. "We've got much better accounting methods and are much more transparent. We want the citizens to be comfortable that we're spending their dollars right."

Sandra Baker, 817-390-7727

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Read more here: <http://www.star-telegram.com/news/local/community/fort-worth/article31341215.html#storylink=cpy>

It'll still be called LBJ Freeway, but new lanes will come with a cost

By BRANDON FORMBY Follow [@brandonformby](#) [bformby@dallasnews.com](#)

Transportation Writer

Published: 19 August 2015 11:25 PM

Updated: 19 August 2015 11:25 PM

Even before a \$3.2 billion construction project complicated traffic flow, LBJ Freeway through northern Dallas and Farmers Branch was North Texas drivers' favorite stretch of highway to avoid. But that could change in a matter of weeks.

The massive 17-mile redo of the east-west corridor — complete with new managed toll lanes running in a canyon beneath free main lanes — will open to traffic Sept. 10. Next month's completion will create seamless stretches of managed toll lanes from Luna Road to Greenville Avenue. It will also directly connect the high-flying tolled bridges along Interstate 35E to the new managed toll lanes running through the center of LBJ.

The eastern and western portions of the years-long project opened in 2013 and 2014, respectively. The new main lanes in the middle section from Luna Road to Preston Road were largely completed earlier this summer, though some minor work has still forced overnight closures of those lanes. But as of next month, all work will be done.

In addition to the toll lanes, the redo includes wider main lanes and bypass lanes on frontage roads where through-drivers can skip lights at busy intersections.

Robert Hinkle, corporate affairs director for contractor LBJ Infrastructure Group, announced the coming opening at the annual Irving Transportation and Water Summit on Wednesday.

"There is a difference between a toll road and a managed lane," he told a room full of local officials and industry executives at the Irving Convention Center at Las Colinas.

LBJ introduced Texas to managed lanes with toll rates that fluctuate based on congestion. They've since been added to the DFW Connector, where State Highways 114 and 121 converge. They're also planned for I-35E through Denton County, Loop 12, State Highway 183 and another portion of Highway 114.

The managed lanes rely on a concept called dynamic pricing, which works in a way that could seem counterintuitive. The cost to use the lanes goes up when there are more cars using them. That's because the higher prices are expected to decrease the number of drivers wanting to jump on, thus thinning out traffic. There's no cap on how high toll prices can go, but electronic signs ahead of entrance ramps will tell drivers what current prices are.

But the tolls also come with a guarantee of sorts that drivers will be able to move at least 50 mph. Motorists who don't end up averaging at least 35 mph will receive a rebate on what they're charged — but only in some instances. Situations that are out of the operator's control, such as a car accident, won't trigger a rebate. Carpoolers can get a 50 percent discount on tolls if they register their toll tags ahead of time online.

“What they're trying to put together is a network that allows us to manage traffic better in some of the most congested urban corridors,” Hinkle said.

The region is expected to be home to 384 lane miles of managed toll lanes by 2019. That's expected to make North Texas the nation's largest network of such lanes. Transportation and regional planners started relying on the lanes as a way to finance large-scale expansions of existing highways when Texas legislators were continuously dodging long-term transportation shortfalls.

On Twitter:

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More lanes coming to toll roads in Dallas, Denton, Collin counties

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Published: August 19, 2015 10:35 am

Rush hour traffic exiting at Tennyson Parkway in Plano, Texas, along the Dallas North Tollway on May 20, 2014. (Andy Jacobsohn/The Dallas Morning News)

Drivers in northern Dallas and the suburbs beyond should get ready for several toll road expansions in coming years. The North Texas Tollway Authority board this morning unanimously advanced several road widening projects that are in various stages of development in Dallas, Denton and Collin counties.

The board agreed to take bids for the design of additional lanes on two stretches of President George Bush Turnpike: from Interstate 35E to Dallas North Tollway and from Central Expressway to State Highway 78. Work has already begun to add a fourth lane in each direction on Bush Turnpike from Dallas North Tollway to Central Expressway.

The board also agreed to take bids for the construction of a fourth lane in each direction on Dallas North Tollway between LBJ Freeway and Bush Turnpike. Construction began earlier this year on adding lanes to Dallas North Tollway from Bush Turnpike to Sam Rayburn Tollway.

NTTA board members also agreed to spend \$1.6 million for environmental engineering work needed to eventually add more lanes to Sam Rayburn Tollway from Business 121 to Central Expressway. They also agreed to contribute \$2.5 million to a \$45 million redo of the Bush Turnpike interchange with Central Expressway. Collin County, Plano and the Texas Department of Transportation are also contributing to that project. All the expansion project advancements passed unanimously without discussion or debate.

Start of classes means remembering school traffic laws

8/22/2015

Fort Worth Star-Telegram

Contact:

Gordon Dickson

With the fall semester getting underway Monday at school districts across North Texas, state officials are taking to social media to remind motorists of the driving rules in school zones.

In a public service advertisement on the , an elementary school-age girl brandishes a miniature stop sign, and mugs for the camera. "My name is Evelyn, and I want you to slow down in a school zone for me," she says. The agency's social media feeds include the hashtags #backtoschool and #besafedrivesmart.

Cute alert: Evelyn has a message for you — TxDOT (@TxDOT) //

"Kids are going to be riding their bikes and walking to school, and it has been almost three months since that happened, so motorists are going to have to relearn the rules," said transportation department spokesman Val Lopez.

Lopez said 107 crashes occurred in school zones statewide during the first two months of classes last year. In all, there were 663 crashes in school zones during the 2014-15 school year.

In Texas, motorists don't need to worry too much about new laws affecting their driving in school zones. Most of the rules designed to keep children safe were already on the books and were not affected by the legislative session that ended June 1.

But motorists who haven't thought much about those laws for 12 weeks or so may need a refresher.

Some things to remember:

State lawmakers have been criticized for refusing to enact a ban on all texting on Texas roads, but school zones are one place the state takes distracted driving seriously. Police in cities including Arlington, Bedford and Watauga are known for aggressively enforcing the law.

It is illegal to pass a school bus that is loading or unloading children on the roadside. The most common way to determine whether passengers are being boarded or disembarking is if the bus is displaying an outstretched stop sign and/or flashing red lights. It's OK to pass the bus parked on the side of the road if the outstretched sign and red lights aren't activated, or if the bus driver motions for motorists to pass.

Also, motorists on a divided highway can continue to drive if a bus is loading or unloading passengers on the opposite side of the road. But keep in mind it must be a divided highway, with a raised median separating the different directions of traffic.

There are hundreds of at-grade railroad crossings in the Dallas-Fort Worth region, and it's

important for motorists to remember that school bus drivers are required to stop, open their doors and listen for an oncoming train before proceeding over the tracks. Mass transit vehicles such as buses belonging to the Fort Worth Transportation Authority also stop at railroad crossings, but school buses are far more prominent on Metroplex roads during morning and afternoon rush hours.

State and local laws requiring buses to stop at railroad crossings came more than five decades ago after a series of crashes nationwide. One occurred Dec. 1, 1938, in Sandy, Utah, where a school bus carrying 39 high school students was struck by a 50-car freight train during a snowstorm, killing 25 young passengers and the bus driver, according to the .

Gordon Dickson: ,

First Presbyterian Dallas worried by DART's plans to submit Young Street downtown route to feds

By BRANDON FORMBY

Transportation Writer

Published: 23 August 2015 11:35 PM

Updated: 23 August 2015 11:59 PM

Joe Clifford and Brad Kizzia agree that Dallas needs a second set of light-rail train tracks through downtown. Without it, all four Dallas Area Rapid Transit lines will have limited capacity and frequency because they share a single route through the urban core.

What worries Clifford, the senior pastor of First Presbyterian Church of Dallas, is the impact a proposed route will have on his church's Young Street campus. It could require the demolition of a parking garage and abandonment of basement dorms and meeting spaces below. The tracks also would separate the church from the Stewpot, First Presbyterian's homeless outreach center across the street.

"It's a very difficult choice to be against something the community needs when you've served the community for 159 years," Clifford said Tuesday as he stood in his historic church's sanctuary.

What confuses Kizzia, a lawyer who lives in a townhouse east of the church, is that the new DART tracks could negatively affect the homes of people who have already bought residences and started the kind of economic development officials hope the new route will bring.

"It makes no sense to me," he said.

To appease opposition to the Young route, DART officials in recent weeks put together a last-minute proposal that could avoid First Presbyterian and the nearby townhouses by partially running tracks along nearby Jackson Street.

But with a deadline for federal funding requests looming, DART plans to go ahead and submit for federal approval the long-devised Young route with the unvetted

Jackson alignment marked as a potential modification. At a meeting with business officials and civic leaders last week, DART rail planning vice president Steve Salin said he doesn't want to submit the Jackson alignment alone in case the agency investigates further and finds it isn't feasible.

"We'll have to have a fall-back position," Salin said.

The coupling of the two routes in the request for federal funds leaves Clifford weary.

"Our worry is it gets funded and then someone in Washington looks at Jackson Street and says, 'It doesn't work, we're sorry,'" Clifford said.

DART has long worked on several potential routes for another downtown alignment. Earlier this year, the agency made public nine possible options along with potential station locations, costs and projected ridership. The agency wants to strike a balance between how expensive construction will be, how many people would ride and the downtown areas served.

The Young Street alignment appealed to several DART officials, city leaders and business executives. It was among the cheapest to build and least expensive to operate. It isn't so close to the existing tracks to raise fears that it will simply duplicate service. And it was among the lines with the highest projected ridership.

"That's the best alternative," said Lee Kleinman, who chairs the Dallas City Council's transportation committee.

Because it is seeking a large federal subsidy to help cover construction costs, DART wants the City Council's blessing on a preferred route. That process begins Monday when Kleinman's transportation committee votes on a plan to recommend full council support.

Salin said last week that he will recommend that the transportation committee move forward what's being called Alternative B4, a plan that now includes both the Young and Jackson routes. Both alignments run at street level from Victory Station, move underground as they enter downtown, rise to street level near Field and Young streets, and then head east along Young near City Hall.

The Young alignment continues east on that street before connecting to existing track in Deep Ellum. To avoid the church and townhouses, the Jackson alignment heads two blocks north just east of City Hall and then runs along Jackson before connecting to the Deep Ellum tracks.

DART wants to get consensus around one plan before the Sept. 30 deadline to request federal funds. The agency has about \$400 million budgeted for the project and will seek an equal match from the Federal Transit Administration. The Young route is expected to cost about \$511 million. The Jackson alignment is estimated to cost about \$525 million.

DART wants to spend leftover funds on a second phase, which would continue the underground portion of the tracks beneath Lamar Street in a spur that runs to a station under the city's convention center. That is seen as an additional way to better tie in DART's light-rail system to a Dallas-Houston bullet train station planned near the southern edge of downtown.

"That was an important part of supporting any of the alignments," Kleinman said.

Adam Medrano and Philip Kingston, the two City Council members whose districts include downtown, either declined to comment or did not respond to requests for an interview. Through social media, Medrano has indicated he won't support any plan that requires DART to use eminent domain on existing buildings. DART officials have said they won't be able to make that guarantee until they do more engineering on both the Young and Jackson routes.

"I can't give you assurances or guarantees that we won't still have some impact," Salin said last week.

Kingston through social media has criticized officials for focusing on Young Street and ignoring other options. He has advocated for an alignment beneath Commerce Street. That underground route, though, would cost about \$912 million. DART officials and business leaders said that high price could force the agency to build only part of the downtown alignment.

Salin said the agency doesn't want to wait for another funding cycle because this will be the last under President Barack Obama's administration. He said once a new president takes office in 2017, he or she could set different transit priorities that tap the funds DART is currently seeking. Those assertions didn't appear to appease Kingston who tweeted last week that government staffers are "driving policy by telling scary stories about funding."

Mayor Mike Rawlings is a member of First Presbyterian but said he hasn't become involved in the church's opposition to the Young route. Rawlings said he hopes the

Jackson route is determined to be feasible, but not just because it moves away from the church. He also doesn't want to see residences near Farmers Market affected.

"I don't think anybody's realized how much capital has been put into that area," he said.

The full council isn't expected to vote on its recommendation until early next month. The DART board will then vote on its preferred plan. But because two routes appear to be what officials will move forward, it'll still be a waiting game for residents along Young Street and leaders at the church.

"It's kind of like playing Russian roulette but with only one chamber empty," Clifford said. "Every chamber is loaded and Jackson Street is the only empty one."

Last piece of Trinity River bridge's first arch goes into place tonight

BRANDON FORMBY

Staff Writer

Published: 21 August 2015 03:23 PM

Updated: 21 August 2015 03:42 PM

The downtown Dallas skyline will reach the mid-point of a major transformation early Saturday when the last piece of a high-reaching arch is put into place on Interstate 30's bridge over the Trinity River.

Officials said today that Margaret McDermott bridge's southern arch will be raised into place overnight Friday. It's a milestone moment for a years-long highway interchange project - and a non-profit's fundraising efforts that aim to use private money to transform the city.

But amateur photographers take note: there won't be a staging area for the public to capture the landmark occasion. And the Houston Street viaduct, which provides a clear view of the I-30 bridge, will be closed to both traffic and pedestrians overnight.

The bridge, which will have a twin arch on I-30's northern side, is part of the Texas Department of Transportation's \$800 million redo of that highway's interchange with Interstate 35-E. Dubbed the "Horseshoe Project," the massive redo is expected to be complete in 2017. The bridge will feature pedestrian and bicycle spans that will be separate from vehicle traffic.

Like the nearby Margaret Hunt Hill bridge, the skyline-changing span of I-30 over the river was designed by acclaimed and controversial Spanish architect Santiago Calatrava. His 1,125-foot-long arches will reach 350 feet into the air. The bridge is named after 103-year-old arts patron and philanthropist Margaret McDermott, who attended a steel-signing event on the structure earlier this summer.

At least \$5 million of the bridge's cost was raised by the Trinity Trust Foundation, a nonprofit that has raised more than \$60 million in private funds for projects along or

near the Trinity River. Until that group raised money for the two signature bridges, not a single piece of North Texas highway infrastructure was named after a woman.

North Texas panel OKs \$4.5 million for high-speed rail planning

The Regional Transportation Council (RTC) in North Texas last week approved \$4.5 million through fiscal-year 2018 for the planning, design, project development and preliminary engineering of a high-speed rail line that would connect Dallas/Fort Worth to Houston.

Texas Central Partners is developing a project to build a for-profit, high-speed rail line in the Dallas-Houston corridor by 2021. In conjunction with that effort, planning continues on a project that would connect to the line and may eventually offer access to a third corridor stretching from Oklahoma to South Texas.

RTC's action last week further assists with development of the regional line, as well as helps coordinate activities with other corridors, North Central Texas Council of Governments (NCTCOG) officials said in a press release.

The RTC plan calls for \$1.5 million to be spent each year, starting in 2016. The money will come from the Regional Toll Revenue funding account.

"High speed rail has the potential to revolutionize the way we travel between the state's largest metropolitan areas," said Bill Meadows, chairman of the Commission for High-Speed Rail in the Dallas/Fort Worth Region. "With population growth in Dallas-Fort Worth and throughout Texas showing no signs of slowing down, innovation is necessary and will ensure the transportation system continues to provide safe, efficient service to all. With this decision, the RTC has reaffirmed its commitment to high-speed rail in the region."

The RTC's decision was part of a \$63.4 million allocation to ensure that various air quality and management programs continue through 2018. The RTC had allocated \$1.4 million to high-speed rail activities in previous years, allowing NCTCOG to assist with planning efforts, including public involvement and ridership projections, council officials said.

Phantom traffic tie-ups: where and why they happen in North Texas

8/22/2015

Fort Worth Star-Telegram

Contact:

Gordon Dickson

When it comes to traffic congestion, there are no ghosts, even if it sometimes seems that way.

Whenever and wherever gridlock occurs, it happens for a reason -- a construction project, a car accident or a reduction in lanes. Or it could be a combination of those factors.

Whatever the reason, it isn't always clear to the thousands of motorists who can be inconvenienced by bad traffic. What's why traffic researchers came up with the phrase "phantom traffic" to describe any of a variety of mysterious tie-ups.

"You can be going up a hill and you get the morning sun in your face. That can cause someone to brake, and it affects traffic behind you," said Jeffrey Neal, a program manager at the North Central Texas Council of Governments who closely tracks congestion issues.

Interstate 30

In the Fort Worth area, we asked Star-Telegram readers on social media to nominate spots where they have noticed congestion is chronic but the reason isn't always clear.

Among the nominated spots was eastbound Interstate 30, between Oakland Boulevard and Loop 820, where congestion forms every afternoon between roughly 3:30 and 5:30 p.m. Neal says there are several possible explanations:

Eastbound traffic, which has four lanes up to that point, drops to three lanes at the Brentwood Stair Road exit ramp.

Also, beyond Brentwood Stair Road, the freeway dives into a relatively steep vertical grade.

"In heavy traffic, those vertical grades may affect trucks and their ability to accelerate or decelerate quickly," Neal said. "This, in turn, affects speeds for other vehicles through that segment."

Toll exits

Another spot is Texas 121 from Texas 360 to Harwood Road in the Grapevine-Euless area. In that area, the new toll lanes known as TEXpress lanes allow motorists to travel 75 mph, but the points where the toll lanes end and merge back into non-toll, main-lane traffic have become spots of now well-known gridlock.

For example, on northbound Texas 121 at the Texas 183 split in Bedford, toll lane traffic is leaving a 75 mph speed limit and merging with only two main lanes, where traffic is a much slower 60 mph.

"I think it would flow better if the speed limit stayed 65 as you continue, but it drops to 60 and narrows to two lanes," said Bedford resident Bobby Brown, who travels throughout the Metroplex as a Franconia beer brand manager and often takes Texas 121/183.

A similar problem occurs where the TEXpress lanes come to an end and merge back into main lane traffic on eastbound Texas 183 at Farm Road 157 (Industrial Boulevard) in Euless.

As the toll lane comes to an end, it becomes the new left main lane. At the same time, the right main lane terminates, forcing non-toll traffic to squeeze into the two middle lanes.

Grapevine gridlock

In Grapevine, another problem area is where William D. Tate Avenue intersects southbound Texas 121 and Texas 360.

After the completion of the \$1 billion DFW Connector project -- a job that included the reconstruction of eight miles of the Texas 114/121 corridor in Grapevine -- an on-ramp from William D. Tate Avenue to southbound Texas 121 was removed. As a result, traffic now must travel through a traffic signal at Stone Myers Parkway and enter Texas 121 just before Hall-Johnson Road.

But a new ramp is being built to directly connect William D. Tate Avenue to southbound Texas 121, and the project is expected to be completed in 2017. The ramp was originally left off the first phase of DFW Connector construction because the state lacked funding, but last year the Texas Department of Transportation announced it had identified \$17 million for the project, according to a briefing about the project on Grapevine's municipal website.

Phantom traffic a 'thing'

So-called "phantom traffic" really is a thing. It's not just a catchy phrase made up by radio and television traffic reporters.

Massachusetts Institute of Technology researchers have showing that phantom traffic tie-ups -- when motorists sit in bumper-to-bumper traffic for minutes at a time, only to get going again, without finding an obvious cause for the delay -- isn't necessarily the result of bad driving.

Instead, it is often simply the result of too much traffic competing for space on an at-capacity road.

Professor Berthold Horn of MIT's department of electrical engineering and computer science has even proposed that to help motorists maintain space ahead of and behind vehicles on a crowded road, according to ITS International, an industry publication that explores the use of artificial intelligence in transportation.

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DART committee holds off on second downtown route decision

BRANDON FORMBY

Staff Writer

Published: 25 August 2015 04:10 PM

Updated: 25 August 2015 05:49 PM

(NOTE: This story has been updated throughout.)

Dallas Area Rapid Transit's planning committee Tuesday declined to pick a favored route for a second set of downtown light-rail tracks. But the committee also decided to move up the date that the agency's full board could vote on the same matter.

Those moves came a day after the Dallas City Council transportation committee rejected a DART recommendation to submit two potential paths as a single application for up to \$400 million in federal subsidies.

Despite Dallas' direction, DART rail planning vice president Steve Salin still recommended that transit agency officials opt for the dual-alignment application Tuesday. But DART board chair Robert Strauss said it wouldn't be wise to do so.

"We would simply be confronting the city unnecessarily," Strauss said.

DART and city officials agree that a second line is needed. And both want to support a single plan to bolster the odds of receiving federal funds. The question now is where to put it.

The two routes that DART and city officials recommend submitting as one conceptual alignment are identical on their western half. The eastern half of one relies primarily on Young Street to connect from City Hall to Deep Ellum. The other route's eastern half runs along Young Street before shifting north and then running along Jackson Street to avoid First Presbyterian Church of Dallas and nearby townhouses.

The city's transportation committee declined to support the dual-route application and instead recommend the City Council back only the alignment that runs on Jackson. But unlike the other potential routes that DART looked at, that alignment is only a few weeks old.

"There are certainly some issues we have to resolve but at this moment in time, it certainly appears to be doable," DART rail planning vice president Steve Salin said Tuesday.

But DART officials fear that if an unforeseen factor deems that route as unfeasible and the Young alignment isn't used in the application as a back-up route, federal authorities won't commit any funds. The Young alignment will cost an estimated \$511 million. The Jackson route is expected to cost \$525 to \$550 million. DART wants about \$400 million from the Federal Transit Administration.

"I want to minimize the risk of a 'no' from the federal government," DART board member Mark Enoch said Tuesday.

DART wants to submit a plan for a second set of downtown tracks to federal authorities by a Sept. 30 deadline to begin development in the final budget year of President Obama's administration. Once a new president takes office in 2017, the federal funds for which DART is vying could be shifted to other transportation priorities.

"I understand the hurried nature," Enoch said.

The City Council is slated to vote on its final preferred alignment Sept. 9. The DART board was originally slated to vote on its favored route Sept. 22. But on Tuesday, board members decided to schedule that vote for Sept. 8 - the day before the city's vote.

"Maybe you can have further conversations with the city," Strauss said.

Editorial: A boost for high-speed rail

August 25, 2015

Planning for high-speed rail service linking Fort Worth to Houston continues to move forward, slowly but decidedly.

The Regional Transportation Council last week allocated \$4.5 million from its regional tollway revenue accounts to help support that planning over the next three years.

In the big picture of this project, that's not a huge amount of money — Texas Central Partners has proposed spending \$10 billion or so of private money to build the Houston-Dallas portion of the line by 2021.

The Fort Worth-Arlington-Dallas portion is being studied for possible public funding. Fort Worth businessman Bill Meadows is the chairman of a special commission created by state transportation authorities to lead that part of the study.

He says the money from the RTC will enable his commission to develop information needed by several entities that have expressed interest in the project. That includes the parent company of the French TVG high-speed rail system.

Steady progress on high-speed rail is good for North Texas.

<http://www.star-telegram.com/opinion/editorials/article32384529.html>

Dallas motorists driving more, but commute times not way up

By BRANDON FORMBY

Transportation Writer

Published: 26 August 2015 11:10 PM

Updated: 26 August 2015 11:22 PM

As North Texas sprawled into a booming region over the past 30 years, the total number of miles driven each day has more than doubled, even outpacing the area's explosive population growth.

But according to the Texas A&M Transportation Institute's 2015 Urban Mobility Scorecard released Wednesday, Dallas-Fort Worth dropped from fourth to 19th on the list of most traffic-clogged metropolitan areas between 1984 and 2014.

At the same time, congestion increased rush-hour travel times for what should normally be a 30-minute trip only 5 percent, from 36.3 minutes to 38.1 minutes.

If that many more of us are driving so much more as a group, why aren't average rush-hour trips taking a lot longer? A main factor is the billions spent building new highways and suburban arterials as the region expanded in the past three decades.

Travel times

Average time it takes to drive what would be a 30-minute trip without traffic, in minutes:



SOURCES: Texas Transportation Institute; Inrix Inc.

Staff Graphic

“As more facilities are added, especially in fringe suburb areas, they help to ‘water down’ or lower the congestion intensity, because they generally are less congested in peak periods,” said David Schrank, a research scientist with the transportation institute.

But roads alone aren’t the only answer to preventing dramatic congestion increases, according to the study.

Data included in that report and provided as a supplement also shows that North Texas’ expanding network of toll roads, freeways and city streets is roughly keeping pace with historic levels of congestion. But it is not significantly reducing it.

Schrank said that the report didn’t look at what role induced demand — the idea that new road capacity only creates more traffic — played in congestion levels.

“That’s always a tough one because it’s very much dependent on land use and what’s around facilities and how much redundancy there is in the system so that you have alternate options,” he said.

Solutions and hurdles

The study, produced with data technology company Inrix Inc., suggests a “balanced and diversified” approach to reduce congestion. Yet many of the tactics suggested face political and institutional hurdles in Texas.

The report calls for new and expanded public transit lines and larger bus fleets. Dallas Area Rapid Transit is working on an overhaul of its bus routes. Next month, it will seek federal funds for a second downtown light-rail route.

But just like state and federal transportation departments, the agency operates and expands with limited funds because lawmakers are averse to raising taxes. The vast

amount of subsidies for the construction of DART expansion has come from the federal government, with relatively very little coming from the Texas Department of Transportation.

DART spokesman Morgan Lyons said while TxDOT helps smaller public transit entities in the state, those in major urban areas are largely left to solve their own funding problems.

“Texas is a bit different in that regard,” he said.

Dallas City Council member Philip Kingston said this week that DART and the city would be able to afford to put the new downtown light-rail route underground instead of mostly at street level if the state chipped in on such projects.

The funding situation prompted him to urge statewide voters to reject a November ballot measure that would send billions to TxDOT, but would restrict the funds to the state’s highway fund.

“It just doesn’t fund the stuff that I think are priorities of this council,” Kingston said.

Walkable areas

The transportation institute’s mobility study also calls for urban areas to build denser developments with a mix of retail outlets, residences and workplaces. This allows people to walk, bike or take public transit rather than city streets or highways.

In Texas, such planning and zoning decisions are made by individual cities. There’s little to no regional oversight of land use with an aim of using development to prevent or at least minimize vehicle travel. Yet TxDOT and metropolitan planning organizations use policy and funding powers to make sweeping infrastructure decisions that mostly rely on more roads as a solution to traffic.

Schrank admitted that the report’s suggestion for denser developments as a congestion-relieving tool faces bureaucratic challenges. But he pointed to the creation of DART as an example of regional leaders working together to create a sea change in how an area develops and its residents move.

“It doesn’t just happen by accident,” he said. “It is a very tough process to make those kind of large changes.”

The study’s suggestions echo sentiments that grass-roots group A New Dallas has been pushing for years. That organization started by advocating for replacing the

elevated Interstate 345 near downtown with a street boulevard in hopes of spurring a dense economic development renaissance near existing and planned DART lines.

Co-founder Brandon Hancock said DART needs to better encourage transit-oriented development around its stations, many of which are surrounded by parking lots. He also said that government entities need to offer development incentives for dense, mixed developments.

“Cars aren’t going away, we understand that,” Hancock said. “But it’s time to bring together a mix of uses to give people choices.”

On Twitter:

@brandonformby

Eules receives state grant for trail expansion
8/26/2015
Fort Worth Star-Telegram

By Elizabeth Campbell

People looking for a healthier lifestyle will eventually get to walk or ride their bikes to the restaurants and shops in the rapidly growing Glade Parks development and travel to Colleyville and Grapevine, thanks to a grant from the Texas Department of Transportation.

Eules received a \$914,000 grant from the state allowing the city to go forward with construction of the Trails of Eules western extension project that will ultimately connect the existing trails to the regional trail system in Colleyville and Grapevine, said Ray McDonald, the city's director of parks and community services.

Eules also budgeted \$350,000 for engineering costs and other expenses for the project, he said.

Last week, the City Council approved a resolution approving the funding agreement between Eules and the state.

McDonald said that he hopes to advertise for bids in November and that construction of the trail extension, which is 7/10-mile, will start next spring and be completed in the summer.

"This is exciting. We had always hoped this day would come," McDonald said.

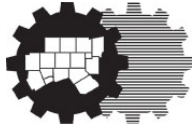
The project will connect to an existing trail on the east side of Farm Road 157 and continue under the service road and under the north and southbound lanes of Airport Freeway through the Glade Parks development to Heritage Road.

There are sidewalks along Heritage Road so that bicycle riders and pedestrians can go to Colleyville, he said.

The western extension will also connect to the trail that goes to five city parks, he said. The parks are Bob Eden, Trailwood, McCormick, The Preserve at McCormick Park and the Villages of Bear Creek Park.

"There are a lot of benefits beyond health reasons. There will be nice access to paved areas not only in Eules but also in Colleyville and Grapevine," McDonald said.

Elizabeth Campbell: ,



North Central Texas
Council of Governments

PRESS RELEASE

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RTC Approves \$4.5M for Planning of DFW High Speed Rail

Regional line would connect Fort Worth to Houston in 90 minutes

Aug. 21, 2015 (Arlington, Texas) – High speed trains are poised to link Fort Worth to Houston and other metropolitan areas in Texas, and the North Central Texas Council of Governments continues to play a role in planning activities.

Texas Central Partners is working to deliver high speed rail in the Dallas-Fort Worth-to-Houston corridor by 2021, allowing travelers a smooth, congestion-free ride between the state's two largest metropolitan areas using technology popular in other parts of the world. In conjunction with this private-sector effort, planning efforts continue on a project to develop high speed rail within the region that would connect to the Fort Worth-to-Houston line when it opens and could eventually offer access to a third corridor stretching from Oklahoma to South Texas.

The Regional Transportation Council (RTC) took a step Thursday to assist further with the regional line, as well as to coordinate activities with the other corridors. The RTC approved the expenditure of \$4.5 million through fiscal year 2018 for planning, design, project development and preliminary engineering. The plan calls for \$1.5 million per year to be spent on these activities starting in fiscal year 2016. The money will come from the Regional Toll Revenue funding account.

"High speed rail has the potential to revolutionize the way we travel between the state's largest metropolitan areas," said Bill Meadows, Chairman of the Commission for High-Speed Rail in the Dallas/Fort Worth Region. "With population growth in Dallas-Fort Worth and throughout Texas showing no signs of slowing down, innovation is necessary and will ensure the transportation system continues to provide safe, efficient service to all. With this decision, the RTC has reaffirmed its commitment to high speed rail in the region."

The RTC's high speed rail decision was part of a \$63.4 million allocation to air quality and management and operations projects and programs to ensure they continue through 2018. The RTC had allocated \$1.4 million to high speed rail activities in previous years, allowing NCTCOG to assist with planning efforts, including public involvement and ridership projections.

The Texas Department of Transportation remains responsible for the environmental clearance of the Dallas-Fort Worth project with progress meeting private sector schedules.

About the North Central Texas Council of Governments:

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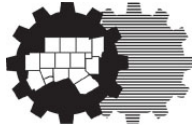
collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication and make joint decisions.

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

About the Regional Transportation Council:

The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The Dallas-Fort Worth metropolitan area includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC's 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area's transportation providers.

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North Central Texas
Council of Governments

PRESS RELEASE

Contact: Amanda Wilson
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Proposition 1 Funding, Long-Range Planning Efforts to be Reviewed Sept. 8-14

North Texans can provide input on recommendations at public meetings and online

Aug. 31, 2015 (Arlington, Texas) – Proposition 1 funding recommendations and the development of Mobility 2040 will be discussed during public meetings on Sept. 8 in Denton, Sept. 9 in Arlington and Sept. 14 in Irving.

In November 2014 Texas voters approved Proposition 1, a constitutional amendment that provides state funding for the construction, maintenance and rehabilitation of public roadways in Texas (toll roads and transit projects are not eligible). In Fiscal Year 2015, the Dallas-Fort Worth area received \$367.63 million for projects to go to construction in 2015. At public meetings, staff will recommend projects to receive funding in Fiscal Year 2016 and Fiscal Year 2017, when \$268.1 million and \$263.91 million will be available, respectively. This is a significant step toward meeting the unmet roadway funding needs in Texas, and input from the public is important.

In addition to coordinating funding efforts, NCTCOG is required to maintain a long-range transportation plan that defines a blueprint for the region's multimodal transportation system and guides expenditures of local, state and federal transportation funds. This long-range plan must have a time horizon of at least 20 years. Staff are developing Mobility 2040, the next long-range transportation plan, and will present a summary of feedback received to date from both the public and Regional Transportation Council and seek additional input in order to guide the development of plan recommendations.

Finally, staff will outline projects recommended to receive Federal Transit Administration funding through the Fiscal Year 2016 Urbanized Area Formula Program. The following agencies' programs of projects will be presented:

- City of Arlington/Handitran
- City of Grand Prairie/Grand Connection
- City of Mesquite/MTED
- City/County Transportation
- Community Transit Services (CTS)
- Dallas Area Rapid Transit (DART)
- Denton County Transportation Authority (DCTA)
- Fort Worth Transportation Authority (The T)
- North Central Texas Council of Governments
- Northeast Transportation Service (NETS)
- Public Transit Services (PTS)
- Special Programs for Aging Needs (SPAN)
- STAR Transit
- Texoma Area Paratransit System (TAPS)

In addition to the Urbanized Area Formula Program, proposed transit projects funded through FTA's FY 2016 Bus and Bus Facilities, Enhanced Mobility for Seniors and Individuals with Disabilities and State of Good Repair Programs will be presented for public comment.

Proposed Modifications to the List of Funded Projects, Clean Fleets North Texas Call for Projects, the National Drive Electric Week Event and Future of Transportation and Water: Smarter Regions, Shared Outcomes will also be highlighted at the meetings.

Following the meeting on Sept. 9, a video recording of the discussion will be posted at www.nctcog.org/input.

Public Meeting Details		
Tuesday, Sept. 8 6:30 p.m. DCTA Downtown Denton Transit Center 604 E. Hickory St. Denton, TX 76205	Wednesday, Sept. 9 2:30 p.m. North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011	Monday, Sept. 14 6:30 p.m. Irving City Hall 825 W. Irving Blvd. Irving, TX 75060

About the North Central Texas Council of Governments:

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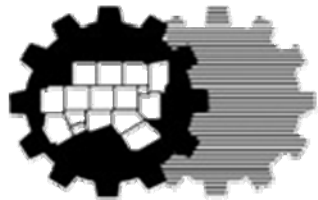
**November 3, 2015, Constitutional Amendment Election
Regional Transportation Council Position Statement**

Statewide Proposition 7

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

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

Statewide Proposition 7 Position Statement



Regional Transportation Council
September 10, 2015

Amanda Wilson, AICP
North Central Texas Council of Governments

Statewide Proposition 7

SJR 5 Proposes a Constitutional Amendment that will Appear on the November 3, 2015, Ballot:

Statewide Proposition 7

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

Statewide Proposition 7

Transportation Funding Constitutional Amendment

- **Must be Approved by Voters**
- **\$2.5B of State Sales Tax Per Year to the State Highway Fund, Exceeding \$28B, Beginning September 2017 (FY18)**
- **35% of Motor Vehicle Sales Tax Per Year, Exceeding \$5B, Beginning September 2019 (FY20)**
- **Revenue for Non-tolled Roadways**

Transportation Revenue Outlook

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

* Pending voter approval

Action Requested

Approve the Statewide Proposition 7 Position Statement Supporting Transportation Funding as Shown in the Reference Item.

Direct Staff to Provide to Cities and Counties in the Dallas-Fort Worth Region a Template Resolution Supporting Proposition 7.

Communicate the RTC's Support of Proposition 7 to Advocacy Groups Working to Pass the Measure.

Contact Information

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www.nctcog.org/trans/legislative

COLLIN COUNTY FUNDING PARTNERSHIP PROPOSAL

**Regional Transportation Council
September 10, 2015**



**Chris Klaus, Senior Program Manager
Air Quality Planning & Operations
NCTCOG Transportation Department**

LIRAP/LIP PROGRAM SUMMARY

Low-Income Repair & Replacement Assistance (LIRAP)

**Repairs or Replaces Vehicles That Fail the Emissions Test or
Are $\geq$ 10 Years Old**

**Assistance Provided Through Vouchers Up to \$600 for Repairs,
Up to \$3,500 for Replacements**

**Funded by \$6 Inspection Fee Collected in Participating Counties
Marketed as AirCheckTexas Drive a Clean Machine Program**

Local Initiatives Projects (LIP)

Funds Various Air Quality Initiatives

Remote Sensing Programs

Smoking Vehicle Programs

**Coordinated Efforts with Regional Emissions Enforcement
Programs and Emissions Task Forces**

Transportation System Improvement Programs

COLLIN COUNTY LIRAP/LIP HISTORY

Collin County Initiated Process to Opt Out of LIRAP/LIP

April 21, 2014: Collin County Commissioners Court approved the County to withdraw from LIRAP/LIP, which began a lengthy rulemaking process by the TCEQ

84th Texas Legislature Restored LIRAP/LIP Funding

While Collin County continued the process to stop participating in LIRAP/LIP, full funding was restored to the programs

Collin County Concerned about Utilizing LIRAP/LIP Funds

Collin County has traditionally been a “donor” county for LIRAP

Collin County not interested in utilizing LIP funds

PARTNERSHIP PROPOSAL

Trade Funds

Exchange a portion of Collin County LIRAP/LIP funds for CMAQ funds and TDCs

Utilize Collin County LIRAP/LIP Funds

Share Collin County LIRAP/LIP funds with other participating counties in Dallas-Fort Worth nonattainment area for eligible air quality initiatives

Review in One Year

Assess partnership in one year to determine future continuation and/or participation amounts

CMAQ – Congestion Mitigation and Air Quality Improvement Program

TDCs – Transportation Development Credits

FUNDING AVAILABLE

Collin County LIRAP/LIP Funding: Fiscal Year 2016

Program	Funding Available	Match Required
LIRAP	\$2,661,606	None
LIP	\$ 295,474	50% ¹
Total Funds	\$2,957,080	

Partnership Proposal

Program	Proposed Funding to "Trade"	Match Required
CMAQ Partnership	\$1,500,000 ²	None ³

¹20% match required for emissions enforcement programs; other programs are 50%

²Proposed Funding = LIP funding + LIRAP funding estimated to not be spent in Collin County (based on historical utilization rates) + additional amount to round up to \$1,500,000

³TDCs to be used as match for CMAQ funds (300,000 in TDCs)

PROPOSED SCHEDULE

Action	Anticipated Date
Collin County Approved Partnership Concept	July 20, 2015
STTC Action	August 28, 2015
RTC Action	September 10, 2015
Collin County Solicits Potential Projects	September 11, 2015
Collin County Selects Eligible Projects	October 12, 2015
Collin County/NCTCOG Submits TIP Modification	October 23, 2015

PROPOSED ACTION

Staff Recommends Approval of:

**Funding Partnership with Collin County utilizing
LIRAP/LIP funds in exchange for \$1.5 million
CMAQ funds and TDCs**

CONTACT INFORMATION

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MPO REVOLVER FUND AND PARTNERSHIP WITH DALLAS COUNTY

REGIONAL TRANSPORTATION COUNCIL

SEPTEMBER 10, 2015



North Central Texas
Council of Governments
Transportation Department

BACKGROUND

Federal rules require that North Central Texas Council of Governments (NCTCOG)/Regional Transportation Council (RTC) pay for expenses associated with regular programs before federal reimbursement can occur.

Since the RTC does not have significant local funds available to pay those bills first, a solution is needed.

RTC/Local funds have been used historically, but as RTC/Local funds are spent down, another option must be developed.

The MPO Revolver Fund solution provides cash flow to regional programs and projects.

BACKGROUND

CONTINUED

In July 2014, the Texas Transportation Commission (TTC) approved the exchange of 100 million Transportation Development Credits (TDCs) for \$10 million in Category 12 funds.

The Category 12 funds would be placed on projects with existing local funds. Then, the local funds would be sent to RTC/NCTCOG to create the Revolver Fund.

In August 2014, the RTC approved staff to negotiate a transfer of up to 150 million in TDCs to other MPOs (50 million) and/or TxDOT (100 million), contingent on RTC approval of the final transfer.

STATUS

Staff has coordinated with other MPOs in the State, and determined that a transfer to other MPOs is unlikely.

Over the last year, efforts have been focused on securing projects to finalize the partnership with the TTC.

NCTCOG, TxDOT, and Dallas County have coordinated to identify projects that are on-system (so, eligible for the Category 12 funds) with existing local funds.

Three projects have been identified.

PROJECTS IDENTIFIED FOR PARTNERSHIP: SH 352

Limits: From Kearney Road to US 80 Eastbound
Frontage (in Sunnyvale)

\$2.015M in existing Dallas County funds to be re-allocated
to NCTCOG/RTC for the MPO Revolver Fund

\$2.015M of Category 12 funds to be added to the project
as part of the MPO Revolver Fund Partnership

\$6.06M in Proposition 1 funds to be added to fully fund
engineering and construction costs

PROJECTS IDENTIFIED FOR PARTNERSHIP: PLEASANT RUN ROAD

Limits: from Lancaster-Hutchins Road to Miller's Ferry Road

Project has \$7.060M in existing Regional Toll Revenue (RTR) funds

\$4M in existing Dallas County funds to be replaced with RTR funds (to avoid federalizing the project)

Minus \$0.592M needed to match the Transportation Alternatives Program (TAP) request (if TAP project is funded)

Leaves \$3.408M available to be swapped if TAP funds are received

\$3.408M-\$4M in RTR funds to come from the Southern Gateway project (will be replaced with another source)

An additional \$2.940M in RTR funds proposed to close the funding gap for construction of Pleasant Run Road

PROJECTS IDENTIFIED FOR PARTNERSHIP: SOUTHERN GATEWAY

Limits: IH 35E from IH 20 to 8th Street and US 67 from IH 35E to FM 1382

Reduce the existing RTR funds by \$3.408M-\$4M

Replace RTR funds with \$3.408M-\$4M in Category 12 funds

RTR funds moved to Pleasant Run project to finalize MPO Revolver Partnership with Dallas County

SUMMARY OF CHANGES DUE TO MPO REVOLVER PARTNERSHIP

Projects	Prop 1	Cat 12	RTR	Local Funds	Total Change by Project
	In \$ Millions				
SH 352	+6.060	+2.015		-2.015	6.060
Pleasant Run Road ¹			+2.940 +4.000 ²	-4.000 ²	2.940
Southern Gateway		+4.000 ²	-4.000 ²		0.000
Total Change by Category	6.060	6.015	2.940	-6.015³	9.000

Notes:

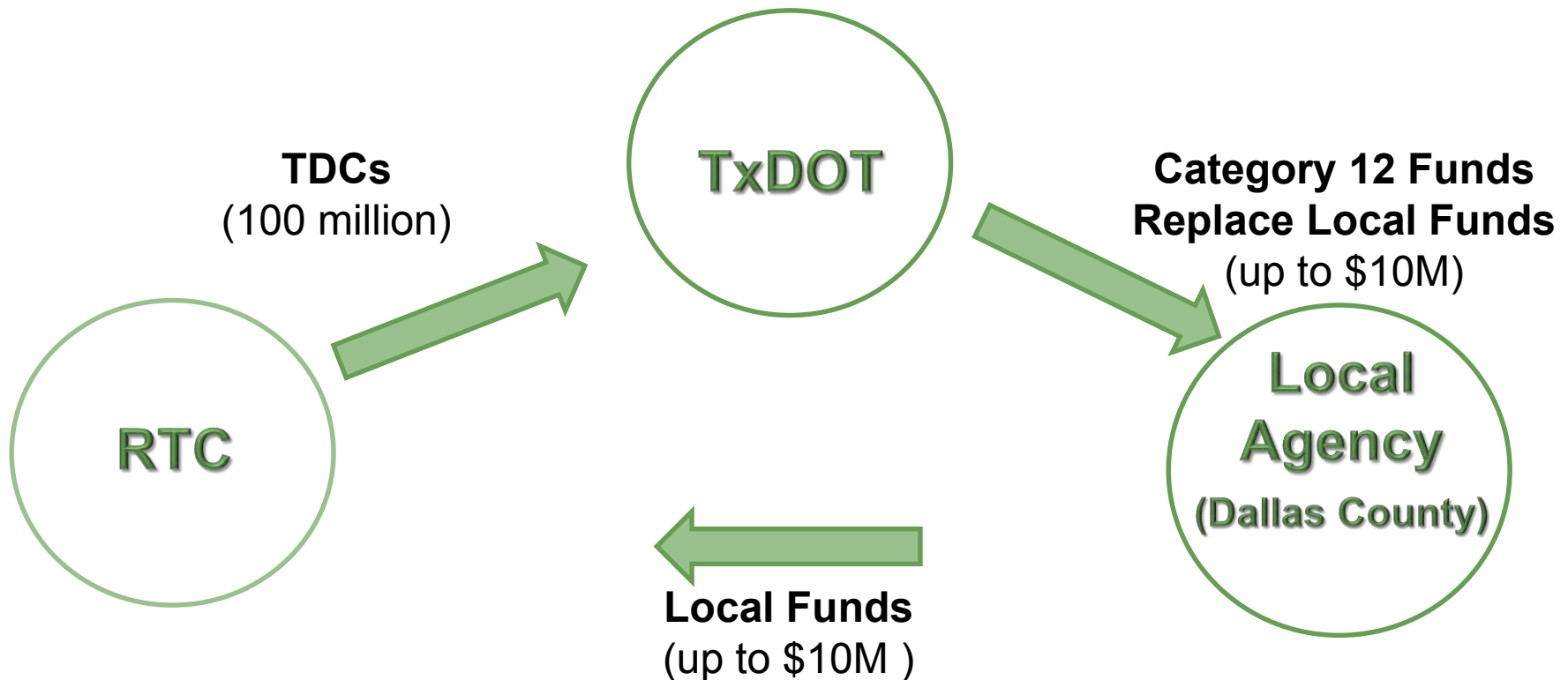
¹\$7.060M in existing RTR funds, plus \$2.940 M to close the funding gap

²\$0.592M will be needed if the TAP funding is received, thereby reducing the \$4M to \$3.408M in local funds available for the partnership

³Revenue for the MPO Revolver

PROCESS

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



ACTION REQUESTED

Recommend approval of:

Funding allocations/transfers identified on slides 5-7 as a result of the MPO Revolver Fund creation

Creation of the MPO Revolver with an initial balance of \$5.423M to \$6.015M

Administratively amending the Transportation Improvement Program (TIP)/Statewide TIP and other necessary administrative documents

Staff requests that other agencies consider projects that would help secure the remaining \$3.985M to \$4.577M for the Revolver Fund.

DRAFT

Proposition 1, Phase 2 Project Recommendations for FY 2016 and FY 2017

									Proposed Funding					Proposed Year Funding							
District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	Comments		
TxDOT Dallas District																					
Dallas	20275	1013-01-026	Collin	FM 546	Congestion	From SH 5 to East of Country Lane/ Airport Road	Realign highway- construct 4 lane divided facility (Ultimate 6)	\$18,406,066	\$18,406,066		Sep-16	Mar-14	Yes		X				Decrease \$5,280,000 in RTR Funds		
Dallas	20083	2679-02-008	Collin	FM 2514	Congestion/ TxDOT Connectivity	From FM 2551 to West of FM 1378	Reconstruct 2 lane rural to 4 lane (Ultimate 6 Lane) urban divided	\$19,000,000	\$19,000,000		Mar-17	May-14	Yes			X			Decrease \$13,938,686 in RTR funds; May use carryover funds from FY 2016 in FY 2017		
Dallas	20198	0047-14-069	Collin	US 75	Congestion	From North of Melissa Road to South of FM 455	Reconstruct and widen 4 lanes to 6 lanes and 2 lane frontage roads each direction	\$56,648,887	\$56,648,887		Dec-15	Jun-12	Yes		X				Decrease \$2,588,189 in RTR Funds RTR funds for ROW to be removed and replaced with TxDOT S102 funds		
Dallas	20288	0047-14-074	Collin	US 75	Congestion	At FM 455 in Anna	Construct interchange	\$29,879,539	\$29,879,539		Dec-15	Jun-12	Yes		X				Decrease \$6,000,000 in RTR Funds		
Dallas	Pending	Pending	Collin	SH 5	Congestion/ TxDOT Connectivity	From FM 546 to Spur 399	Widen from 4 to 6 lanes plus grade separation	\$26,000,000	\$26,000,000				Under Review				X		Cost estimate being reviewed		
Dallas	20084	0047-14-053	Collin	US 75	Congestion/ TxDOT Connectivity	From North of FM 455 Interchange to CR 375 (Grayson County Line)	Reconstruct and widen from 4 lane divided to 6 lane undivided with 2 lane frontage roads	\$65,109,255	\$65,109,255		Sep-17	✓	Yes Under Review				X		Decrease \$5,000,000 in RTR funds		
Dallas	83209	2056-01-042	Collin	FM 2551	Congestion/ TxDOT Connectivity	From FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	\$32,910,741	\$32,910,741		Aug-18	Nov-10	Under Review				X		Conflict with the North Texas Municipal Water District project in the corridor may delay project; Environmental clearance up for re-evaluation		
Dallas	Pending	0047-04-024	Collin	SH 5	Maintenance	From SH 121 to CR 422	Mill, base repair, overlay	\$2,818,320	\$2,818,320		Feb-16		Under Review		X				Grouped project		
Dallas	Pending	0047-04-025	Collin	SH 5	Maintenance	From CR 422 to Grayson County Line	Mill, base repair, overlay	\$2,331,981	\$2,331,981		Feb-16		Under Review		X				Grouped project		
														CY 2015 Total	FY 2016 Total	FY 2017 Total	FY 2018 Total	FY 2019 Total			
														\$0	\$110,084,793	\$19,000,000	\$124,019,996	\$0			
Total Collin County								\$253,104,789	\$253,104,789												

Notes:

Red text indicates changes since the Surface Transportation Technical Committee meeting on August 28, 2015.

Staff recommends approving FY 2016 and FY 2017 projects together (vs. just FY 2016, as the State is allocating funding for both years at the same time.) ~~Determine if approving FY 2016 only or FY 2016 and FY 2017 projects together~~

These listings and funding allocations represent the loan from the Dallas District to the Fort Worth District occurring in FY 2015 for the SH 360 at IH 30 Interchange project and being repaid in FY 2016.

Items Pending Further Review:

RTR/Proposition 1 Partnerships with Dallas County and Collin County

Consider utilization of Proposition 7 funds instead of Proposition 1 funds on selected projects in this list (FY 2018+)

Eastern subregion is currently over programmed for Proposition 1 in FY 2017-FY 2019, which remains to be resolved.

Proposition 1, Phase 2 Project Recommendations for FY 2016 and FY 2017

									Proposed Funding						Proposed Year Funding						
District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	Comments		
Dallas	52520	1068-04-122	Dallas	IH 30	Congestion/ TxDOT Connectivity	From Belt Line Road to MacArthur Blvd	Construct three lane frontage roads (EB and WB)	\$20,300,000	\$20,300,000		Nov-15	✓	Yes	X							
Dallas	Pending	0442-02-157	Dallas	IH 35E	Maintenance	From IH 20 to SL 12	Full depth repair concrete pavement and overlay mainlanes	\$1,918,085	\$1,160,182		Aug-15	✓	Yes	X						Includes \$757,903 of Cat 1 funds	
Dallas	Pending	0581-02-143	Dallas	SL 12	Maintenance	From Illinois Avenue to IH 35E	Full depth repair concrete pavement	\$742,090	\$471,325		Aug-15	✓	Yes	X						Includes \$270,765 of Cat 1 funds	
Dallas	Pending	3000-01-023	Dallas	SS 408	Maintenance	From IH 20 to SL 12	Full depth repair concrete pavement, overlay and pavement markings	\$627,923	\$627,923		Aug-15	✓	Yes	X							
Dallas	55090	0196-03-268	Dallas	IH 35E	Congestion/ TxDOT Connectivity	Operational improvements to Lowest Stemmons	Operational improvements to Lowest Stemmons	\$100,000,000	\$100,000,000		Dec-16	Jun-16	Yes			X				May fund with Proposition 7 or Diverson funds in the future	
Dallas	20290	0353-06-057	Dallas	SH 114	Congestion/ TxDOT Connectivity	Texas Plaza Bridge; from Loop 12 to SP 482	Construct new location bridge and ramp modifications	\$33,000,000	\$22,000,000		Feb-16		Yes		X					Includes \$11 M in local funds for the signature bridge component from Irving; Conversation with City needed to discuss potential MPO Revolver Partnership	
Dallas	20062	0092-01-059 0092-14-088 0092-01-052	Dallas	SM Wright Phase 2B	Congestion/ TxDOT Connectivity	IH 45 and SH 310 from Pennsylvania to Good Latimer	Reconstruct IH 45 and SM Wright Interchange	\$28,100,000	\$28,100,000		Jan-19	Dec-16	Yes					X			
Dallas		0196-03-263	Dallas	IH 35E	-	Manana Dr to Royal Ln	Construction of continuous northbound frontage roads from Manana to Royal and southbound frontage roads from Walnut Hill to Manana	\$0											Need to discuss with CDA Partner before committing any funds; Proposition 1 eligibility under review		
Dallas	35000	0430-01-057	Dallas	SH 352	Congestion	From Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway	\$10,501,980	\$6,060,000		Sep-16	Jun-16	Pending			X			Part of the MPO Revolver Swap with Dallas County and TxDOT; Includes \$2.015M Cat 12 funds, \$400,000 in Cat 1, \$500,000 in TxDOT/PE, \$1.44 M in TxDOT/ROW, and \$160,000 in local funds		
Dallas	Pending	0353-05-120	Dallas	LP 12	Congestion	On Northwest Highway at Skillman	Construct single point urban interchange	\$15,000,000	\$15,000,000		May-17	Feb-17	Pending			X					
Dallas	Pending	Pending	Dallas	US 175	Congestion	At Malloy Bridge Road	Construct off ramp	\$3,000,000	\$3,000,000				Pending			X					
Dallas	Pending	2374-04-077	Dallas	IH 20	Congestion	From East of Kirmwood to Wheatland Road	Intersection improvements on EB frontage roads at Wheatland Road; Add right and left turn bays	\$1,011,456	\$1,011,456		Aug-16		Pending		X						
Dallas	Pending	Pending	Dallas	SH 78	Congestion	At Gaston	Intersection improvement	\$4,500,000	\$4,500,000				Pending				X				
Dallas	54086.1 54086.2		Dallas	US 67	Congestion	From IH 20 to FM 1382	Widening	\$50,000,000	\$50,000,000				Pending		X				Existing \$50M in Cat 2 funds moved to other section of the Southern Gateway project.		
Dallas	Pending	0095-12-119	Dallas	US 80	Maintenance	At Gross Road	Depress roadway (to avoid truck collisions)	\$3,000,000	\$3,000,000		Mar-16		Pending		X						
Dallas	Pending	0095-13-036	Dallas	IH 20	Maintenance	From IH 635 to Kaufman County Line	Install cable barrier system in median	\$351,155	\$351,155				Pending		X						
Dallas	54111	2374-01-171	Dallas	IH 635	Congestion	At Skillman/ Audelia Interchange	Interchange improvements	\$54,000,000	\$54,000,000		Sep-18		Pending					X	May advance project with other revenues as they become available		
Dallas	55031	2374-04-076	Dallas	IH 20	Connectivity	From SH 161/ Lakeridge Parkway to Carrier Parkway	Construct 0 to 6 lane frontage roads and ramp modifications	\$27,000,000	\$27,000,000				Pending					X	May advance to FY 2017 from FY 2019 if funds are available earlier		
Dallas	52527	1068-04-119	Dallas	IH 30	Connectivity	From SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	\$22,000,000	\$22,000,000				Pending					X	May advance to FY 2017 from FY 2019 if funds are available earlier		
Dallas	54033	1068-04-149	Dallas	IH 30	Connectivity	From NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road; Relocate and add ramps	\$9,000,000	\$9,000,000				Pending					X	May advance to FY 2017 from FY 2019 if funds are available earlier		
Total Dallas County								\$384,052,689	\$367,582,041												
														CY 2015 Total \$22,559,430	FY 2016 Total \$54,362,611	FY 2017 Total \$146,060,000	FY 2018 Total \$4,500,000	FY 2019 Total \$140,100,000			

Proposition 1, Phase 2 Project Recommendations for FY 2016 and FY 2017

										Proposed Funding		Proposed Year Funding								
District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	Comments	
Dallas	20120	0081-03-048	Denton	US 377	TxDOT Connectivity	From Henrietta Creek Road to SH 114 (Section 5)	Reconstruct and widen 2 to 4 lane rural highway as a 4 lane divided urban	\$14,099,162	\$14,099,162		Mar-16	✓	Yes		X				Existing \$19,798,999 RTR funds; Reduce RTR funds and replace with Proposition 1 funds as part of partnership with Denton County.	
Dallas	51060	0353-02-053	Denton	BU 114K	Maintenance	At UP Railroad Underpass in Roanoke to DOT NO 795 342V	Replace railroad underpass and improve BS 114-K Drainage	\$9,000,000	\$7,065,800		Mar-16	✓	Yes		X				\$2M of Bridge Funding	
Dallas	55020	0081-03-046	Denton	US 377	TxDOT Connectivity	At SH 114 in Roanoke	Replace bridge and approaches	\$946,850	\$137,850		Mar-16	✓	Yes		X				\$809,000 in Bridge funds	
Dallas	20216	2054-02-015	Denton	FM 2181	Congestion	From Lillian Miller in Denton to West of FM 2499 (Barrel Strap Road)	Widen 2 lane rural roadway to 6 lanes divided urban	\$17,705,302	\$17,705,302		Aug-16	✓	Yes			X			Reduce RTR funds and replace with Proposition 1 funds as part of partnership with Denton County; As part of the RTC Milestone Policy, this project must let in FY 2017 or Proposition 1 funds will be moved to another project	
Dallas	83255	0816-02-072	Denton	FM 455	Congestion/ TxDOT Connectivity	From west of FM 2450 to east of Marion Rd	Widen two lane rural highway to four lane divided urban and add turn lanes at IH 35	\$30,942,551	\$30,942,551		Jun-18	Estimated Jun-17	Yes					X		
Dallas	20096	0135-10-050	Denton	US 380	Congestion/ TxDOT Connectivity	From SL 288 to Denton/Collin County Line	Widen 4 to 6 lane divided urban with intersection improvements at FM 423; add median and right turn lane	\$80,481,847	\$66,204,727		Mar-18	Mar-17	Yes				X		Move STP-MM from the right-of-way phase to the construction phase for a total of \$14,277,120 STP-MM; TxDOT will pay for engineering and right-of-way	
Dallas	20178.2	1567-01-037	Denton	FM 720	TxDOT Connectivity	From Martop to US 380	Widen 2 lane rural to 6 lane urban divided	\$19,753,553	\$19,753,553		Jun-17	Mar-15	Yes			X			Replace RTR funds with Prop 1	
Dallas	55099	0081-13-057	Denton	IH 35W	TxDOT Connectivity	From Eagle Parkway to SH 114	Construct 2 lane northbound frontage roads with ramp	\$11,000,000	\$11,399,689		Jun-16		Yes		X					
Dallas	Pending	0816-02-077	Denton	FM 455	Energy Sector	From Freeman Road to West of Clear Creek Bridge	Construct paved shoulders	\$2,000,000	\$1,900,000		May-15	16-Feb	Yes		X				\$100,000 in Cat 1 funds	
Dallas	Pending	1785-01-032	Denton	FM 1830	Energy Sector	From FM 407 to US 377	Rehabilitation	\$2,529,210	\$2,510,000		May-16	Feb-15	Yes		X				\$19,210 in Cat 1 funds	
Dallas	Pending		Denton	SL 288		At IH 35E	Bridge/Interchange	\$24,000,000	\$9,900,000						X				May not be Proposition 1 eligible; Staff is seeking other funding options; \$12M (RTR) to come from Denton County's share of the RTR/Proposition 1 Partnership \$2.1M in developer funds and the balance from Proposition 1	
Total Denton County								\$212,458,475	\$181,618,634					CY 2015 Total \$0	FY 2016 Total \$47,012,501	FY 2017 Total \$37,458,855	FY 2018 Total \$66,204,727	FY 2019 Total \$30,942,551		

										Proposed Funding		Proposed Year Funding								
District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	Comments	
Dallas	Pending	1050-01-017	Ellis	FM 85	Maintenance/ Energy Sector	From IH 45 to FM 1182	Add shoulders and rehabilitate roadway	\$14,830,414	\$10,253,000		Oct-15	✓	Yes	X					\$4,577,414 of Cat 1 funds for the balance	
Dallas	55064	0048-08-049	Ellis	IH 35E	Congestion/ TxDOT Connectivity	From 2 miles south of FM 566 (Hill Co Line) to US 77 south of Waxahachie	Widen 4 lane rural to 6 lanes	\$35,677,096	\$35,677,096		Sep-15	Estimated Jul-15	Yes	X						
Dallas	51422	0048-04-079	Ellis	IH 35E	Congestion/ TxDOT Connectivity	From US 77 north of Waxahachie to US 77 south of Waxahachie	Reconstruct and widen from 4 lanes to 6 lanes	\$126,414,964	\$25,001,808		Aug-15	✓	Yes	X					Proposition 1 for funding shortfall; Other funds (\$120M Cat 12, \$1.6M Cat 1, and \$5.7M SBPE); Project bid for less than anticipated (prior estimate was \$145M), TxDOT working to share cost savings between Prop 1 and Cat 12 categories	
Dallas	51220	0048-03-055	Ellis	US 77	Maintenance	From south of FM 66 to north of McMillan Street	Reconstruct and convert to one-way couplet; construct southbound bridge of couplet on Monroe St	\$13,137,250	\$3,137,250		May-17	Jan-17	Yes			X			Prop 1 for funding shortfall; Awarded \$10M Cat 6 Bridge Funds	
Dallas	11751	1051-01-037	Ellis	FM 664	Congestion/ TxDOT Congestion	From Westmoreland Rd to IH 35E	Widen 2 lanes to 6 lanes including intersection improvements along Ovilla Rd/ FM 664	\$30,050,000	\$14,876,669		Feb-17	Jun-15	Yes			X			Other funds include \$0.051M in Prop 12, \$1.5M in TxDOT PE, \$4.52M in TxDOT ROW, \$1.86M total Cat 1, \$15.17M total Cat 7, and \$0.48M local	
Dallas	35001	0172-05-115	Ellis	US 287	Connectivity	At Walnut Grove Road	Construct interchange	\$21,795,200	\$21,795,200		Feb-19	Pending	Pending					X		
Total Ellis County								\$241,904,924	\$110,741,023					CY 2015 Total \$70,931,904	FY 2016 Total \$0	FY 2017 Total \$18,013,919	FY 2018 Total \$0	FY 2019 Total \$21,795,200		

Proposition 1, Phase 2 Project Recommendations for FY 2016 and FY 2017

									Proposed Funding			Proposed Year Funding							
District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	Comments
Dallas	Pending	1217-03-019	Kaufman	FM 1388	Maintenance	From FM 148 to US 175	Provide additional pavement surface and overlay	\$8,502,714	\$8,502,714		Dec-15	✓	Yes	X					Any cost overruns come from FY 2016 Prop 1 allocation
Dallas	Pending	3190-01-010	Kaufman	FM 2860	Maintenance	From FM 1388 to US 175	Rehabilitate existing roadway and add 3 foot shoulders	\$5,713,855	\$5,713,855		Dec-15	✓	Yes	X					Any cost overruns come from FY 2016 Prop 1 allocation
Dallas	Pending	0095-14-025	Kaufman	IH 20	Maintenance	From Dallas County Line to FM 1641	Install cable barrier system in median	\$364,661	\$364,661		Mar-16	✓	Yes		X				Maintenance of FM 2578 from IH 20 to FM 987 is included in this partnership, but will be funded from TxDOT Proposition 1 funds
Dallas	Pending	0495-01-070	Kaufman	IH 20	Maintenance	From Rosehill Road to Van Zandt County Line	Install cable barrier system in median	\$634,780	\$634,780		Mar-16	✓	Yes		X				
Dallas	Pending	Pending	Kaufman	IH 20	TxDOT Connectivity	IH 20 Corridor	Improvements along the corridor	\$8,000,000	\$8,000,000							X			Specific improvements to be determined
Dallas	51460	0197-03-054	Kaufman	US 175	Congestion/ TxDOT Connectivity	From FM 148 to County Rd 4106	Construct new 2 lane frontage road; Convert existing frontage road from 2 lane 2-way to 2 lane 1-way frontage road and add ramps	\$9,240,000	\$9,240,000		Aug-18	Pending	Under Review				X		\$2M from Kaufman County for design
Dallas	54036	1494-03-001	Kaufman	FM 3486	TxDOT Connectivity	From FM 986 to SH 34 Northwest	Construct new 2 lane FM highway	\$3,245,975	\$3,245,975		Apr-16	Apr-16	Under Review		X				
Dallas	83279	0095-03-087	Kaufman	US 80	TxDOT Connectivity	From FM 460 to FM 740	Ramp relocations	\$2,500,000	\$2,500,000		Jun-16	Mar-16	Under Review		X				\$500K from Kaufman County for design
Dallas			Kaufman	FM 2578	TxDOT Connectivity	From SH 243 to FM 987	Maintenance	\$3,000,000	\$3,000,000								X		FM 2578 from IH 20 to SH 243 being done with TxDOT Maintenance funds
Dallas	Pending		Kaufman	Kaufman-Maintenance-Placeholder	Maintenance	Kaufman-Maintenance-Placeholder	Specific improvements to be determined	\$0	\$0								X		Remaining Kaufman County maintenance to be utilized on FM 2578 from SH 243 to FM 987(above) Specific improvements to be determined
														CY 2015 Total	FY 2016 Total	FY 2017 Total	FY 2018 Total	FY 2019 Total	
Total Kaufman County								\$41,201,985	\$41,201,985					\$14,216,569	\$6,745,416	\$8,000,000	\$12,240,000	\$0	

									Proposed Funding					Proposed Year Funding						
District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	Comments	
Dallas		0166-01-049	Navarro	IH 45	TxDOT Connectivity	From 0.4 miles south of FM 246 to 0.2 miles north of FM 1394	Widen freeway from 4 to 6 lanes	\$39,893,229		\$31,923,183	Jul-15	Jun-15	N/A	X					\$7,970,046 of Cat 12 for balance	
Dallas		0162-11-001	Navarro	SH 31	TxDOT Connectivity	From 3.2 miles west of FM 2555 to 3.7 miles east of IH 45	Construct new location relief route; ultimate 4 lane divided limited access facility with interchange at IH 45	\$78,368,422		\$25,037,821	Nov-15	Dec-14	N/A	X					Prop 1 for funding shortfall Currently funded with \$6,682,000 Prop 14 and \$41M TMF and \$5,648,601 Cat 12	
Dallas		0092-06-102	Navarro	IH 45	TxDOT Connectivity	From 0.874 miles north of US 287 to Ellis County line	Installation of Wireless ITS	\$252,990		\$121,792	Jul-15	✓	N/A	X					\$131,198 of Cat 1 for balance	
Dallas		0093-01-097	Navarro	IH 45	TxDOT Connectivity	From 0.608 miles north of FM 1394 to 0.874 miles north of US 287	Installation of Wireless ITS	\$489,074		\$468,887	Jul-15	✓	N/A	X					\$29,187 of Cat 1 for balance	
Dallas		0093-01-099	Navarro	IH 45	TxDOT Connectivity	From 0.608 miles north of FM 1394 to 2.1 miles south of BI 45F	Installation of Wireless ITS	\$355,862		\$185,574	Jul-15	✓	N/A	X					\$170,288 of Cat 1 for balance; Project split from 0093-01-097	
Dallas		0166-01-050	Navarro	IH 45	TxDOT Connectivity	From Freestone County Line to 0.608 miles north of FM 1394	Installation of Wireless ITS	\$204,433		\$129,184	Jul-15	✓	N/A	X					\$75,249 of Cat 1 for balance	
Total Navarro County								\$119,564,010	\$57,866,441						CY 2015 Total \$57,866,441	FY 2016 Total \$0	FY 2017 Total \$0	FY 2018 Total \$0	FY 2019 Total \$0	

Proposition 1, Phase 2 Project Recommendations for FY 2016 and FY 2017

Proposed Funding													Proposed Year Funding						
District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	Comments
Dallas	83222	1015-01-023	Rockwall	FM 3549	Congestion/ TxDOT Connectivity	From IH 30 to SH 66	Widen from 2 lane rural to 4 lane urban divided	\$9,482,820	\$9,482,820		Jul-17	Sep-15	Yes			X			Rockwall County doing PE/Env
Dallas	2998	1290-02-017	Rockwall	SH 276	Congestion/ TxDOT Connectivity	From SH 205 to FM 549	Reconstruct and widen 2 lane rural to 6 lane divided urban	\$16,861,654	\$16,861,654		Aug-17	Sep-15	Yes			X			Decrease \$2,250,000 total STP-MM funds
Dallas	55096	1290-03-027	Rockwall	SH 276	Congestion/ TxDOT Connectivity	From FM 549 to east of FM 549	Reconstruct and widen 2 lane rural to 6 lane urban divided	\$800,000	\$800,000		Aug-17	Sep-15	Yes			X			
Dallas	Pending	Pending	Rockwall	SH 66	Maintenance	From West of FM 1141 to the Collin County Line	Rehabilitation	\$9,826,940	\$5,000,000		Mar-16				X				\$1,306,937 of Cat 1 and \$3,520,003 of Cat 8 funds for balance
Dallas	Pending	Pending	Rockwall		Maintenance	Rockwall County Placeholder for Maintenance	Specific projects to be determined	\$3,000,000	\$3,000,000								X		Specific projects to be determined
Total Rockwall County								\$39,971,414	\$35,144,474					CY 2015 Total \$0	FY 2016 Total \$5,000,000	FY 2017 Total \$27,144,474	FY 2018 Total \$3,000,000	FY 2019 Total \$0	

TxDOT Fort Worth District

Proposed Funding													Proposed Year Funding						
District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	Comments
Fort Worth		0258-02-054 0250-04-047 0250-03-046	Erath	US 281	Congestion/ TxDOT Connectivity and Energy Sector	From Palo Pinto County Line to SH 6	Upgrade to Super 2 design, extend culverts, safety end treatments, overlay and pavement markings	\$19,137,263		\$19,137,263	Jan-17	Jan-15	N/A			X			The US 281 projects in Jack, Palo Pinto, and Erath Counties (0249-06-922, 0249-07-922, 0249-08-922, 0250-02-049, 0258-02-054, 0250-04-047, 0250- 03-046) are planned to be bid and constructed under one contract; Grouped CSJ project (no TIP modification required)
Total Erath County								\$19,137,263		\$19,137,263					CY 2015 Total \$0	FY 2016 Total \$0	FY 2017 Total \$19,137,263	FY 2018 Total \$0	FY 2019 Total \$0

Proposed Funding													Proposed Year Funding						
District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	Comments
Fort Worth	54114	0080-11-001	Hood	US 377	Congestion/ TxDOT Connectivity	From 1.4 miles south of SH 171 to Johnson County Line	Construct 4 lanes on new location as alternate route in Cresson	\$39,000,000	\$28,000,000		Sep-16	Estimated Jul-15	Yes				X		Johnson County portion is CSJ 0080-12-001; Hood County is paying \$11M in local funds; TIP modification required
Total Hood County								\$39,000,000	\$28,000,000					CY 2015 Total \$0	FY 2016 Total \$0	FY 2017 Total \$0	FY 2018 Total \$28,000,000	FY 2019 Total \$0	

Proposed Funding													Proposed Year Funding						
District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	Comments
Fort Worth		0249-06-922 0249-07-922 0249-08-922	Jack Palo Pinto	US 281	Congestion/ TxDOT Connectivity	At Martin Rd to US 180 in Mineral Wells	Upgrade to Super 2 design, extend culverts, safety end treatments, 2" overlay and pavement markings	\$9,477,000		\$9,477,000	May-17	Estimated Jan-16	N/A			X			The US 281 projects in Jack, Palo Pinto, and Erath Counties (0249-06-922, 0249-07-922, 0249-08-922, 0250-02-049, 0258-02-054, 0250-04-047, 250-03-046) are planned to be bid and constructed under one contract; Grouped CSJ project (no TIP modification required)
Total Jack County								\$9,477,000		\$9,477,000					CY 2015 Total \$0	FY 2016 Total \$0	FY 2017 Total \$9,477,000	FY 2018 Total \$0	FY 2019 Total \$0

Proposition 1, Phase 2 Project Recommendations for FY 2016 and FY 2017

									Proposed Funding		Proposed Year Funding								
District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	Comments
Fort Worth		0014-03-088	Johnson	IH 35W	Congestion/ TxDOT Connectivity and Safety	From Ricky Ln to US 67	Reconstruct interchange and convert frontage roads to one way	\$5,000,000	\$5,000,000		Jun-20	Estimated Jan-19	Yes				X		Grouped CSJ project (no TIP modification required)
Fort Worth	11955	1181-02-033	Johnson	FM 917	Congestion/ TxDOT Connectivity and Safety	From BNSF RR in Joshua to SH 174	Construct Railroad grade separation structure & realign road	\$10,000,000	\$10,000,000		Feb-18	Estimated Dec-17	Yes					X	May be a grouped project (no TIP modification required); Moved to FY 2019 due to delays associated with the railroad coordination efforts; If the project is ready sooner, then staff will seek funds to advance it to an earlier fiscal year
Total Johnson County								\$15,000,000	\$15,000,000		CY 2015 Total \$0FY 2016 Total \$0FY 2017 Total \$0FY 2018 Total \$5,000,000FY 2019 Total \$10,000,000								
									Proposed Funding		Proposed Year Funding								
District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	Comments
Fort Worth		0250-02-049	Palo Pinto	US 281	Maintenance	From Erath County Line to IH 20	Upgrade to Super 2 design, extend culverts, safety end treatments, 2" overlay and pavement markings	\$5,570,401		\$5,570,401	Feb-15	✓	N/A			X			The US 281 projects in Jack, Palo Pinto, and Erath Counties (0249-06-922, 0249-07-922, 0249-08-922, 0250-02-049, 0258-02-054, 0250-04-047, 250-03-046) are planned to be bid and constructed under one contract; Grouped CSJ project (no TIP modification required)
Total Palo Pinto County								\$5,570,401	\$5,570,401		CY 2015 Total \$0FY 2016 Total \$0FY 2017 Total \$5,570,401FY 2018 Total \$0FY 2019 Total \$0								
									Proposed Funding		Proposed Year Funding								
District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	Comments
Fort Worth	11754.2 11932 11933	0314-07-046 0314-07-052 0314-07-053	Parker	IH 20	Congestion/ TxDOT Connectivity	At Centerpoint	Construct IH 20 frontage roads and ramps, convert south frontage road to one way operation Reconstruct 2 lane bridge to 4 lane bridge, construct new westbound frontage road (Phase 1A); Eastern Loop Reconstruct 2/3 lane eastbound frontage road and 2 new on/off ramps (Phase 2 of 3)	\$30,408,800	\$14,000,000		May-17	Apr-16	Yes		X				County can be ready by 2016, but would need to advance STP-MM funds from 2017 to 2016; may keep in CY 2017 in order to allow SH 360 at IH 30 to proceed in 2015-2016 Currently funded with \$4,000,000 local funds and \$11,020,000 STP-MM; Prop 1 for funding shortfall May consider advancing project from FY 2017 to FY 2016 with another TxDOT funding source TIP modification required on all CSJs
Fort Worth		0313-02-057	Parker	FM 51	Maintenance	At Walnut Creek	Bridge replacement and reconstruct roadway	\$12,000,000	\$12,000,000		Apr-18	Estimated Jun-16	Yes				X		Develop partnership with Parker County; no TIP modification required (grouped CSJ)
Total Parker County								\$42,408,800	\$26,000,000		CY 2015 Total \$0FY 2016 Total \$14,000,000FY 2017 Total \$0FY 2018 Total \$12,000,000FY 2019 Total \$0								
									Proposed Funding		Proposed Year Funding								
District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	Comments
Fort Worth		Pending	Somervell	SH 144	Maintenance		Reconstruct bridge	\$12,000,000		\$12,000,000			N/A				X		Grouped CSJ project (no TIP modification required)
Total Somervell County								\$12,000,000	\$12,000,000		CY 2015 Total \$0FY 2016 Total \$0FY 2017 Total \$0FY 2018 Total \$12,000,000FY 2019 Total \$0								

Proposition 1, Phase 2 Project Recommendations for FY 2016 and FY 2017

									Proposed Funding					Proposed Year Funding						
District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	Comments	
Fort Worth	11253.2 55063	1068-02-076 1068-02-104	Tarrant	SH 360	Congestion/ TxDOT Connectivity	At IH 30	Construct direct connect Interchange at SH 360 & Traffic Management System	\$235,000,000	\$210,000,000		Oct-15	Aug-15	Yes	X	X				\$200,005,000 Prop 1 in FY 2015 and \$9,995,000 Prop 1 in FY 2016; Partnership with RTC for \$25M CMAQ; TIP modification required	
Fort Worth			Tarrant	IH 30	Congestion/ TxDOT Connectivity	From IH 35W to County Line	CAPMAIN and IH 30 at SH 183 Interchange	\$72,555,000	\$72,555,000		Aug-17		Pending				X	X	\$12.55M in FY 2018 and \$60M in FY 2019; TIP modification required	
Fort Worth	11244.1	0718-02-045	Tarrant	FM 156	Congestion/ TxDOT Connectivity	From US 81/287 to Watauga Rd (McElroy)	Widen to 4 lane divided	\$32,000,000	\$19,445,000		Oct-17	Estimated Oct-16	Yes				X		Anticipate letting in calendar year 2017; Currently funded with \$12,555,000 STP-MM; Prop 1 for funding shortfall	
Fort Worth	55079 55080 55081	0171-04-077 0171-04-078 0171-04-079	Tarrant	SH 199	Congestion/ TxDOT Connectivity	From North of Nine Mile Road to South of Hangar Cutoff	Widen 4 to 6 main lanes, overpasses over Nine Mile Bridge Road and Hanger Cut Off Rd, and exit/ entrance ramps for SH 199	\$56,000,000	\$56,000,000		Dec-15					X			Possibly fund with future Proposition 7 funds if approved by voters in November 2015	
Fort Worth		Pending	Tarrant	DFW- Connector	Under Review	Under Review	Ramp/Collector distributor- connections to Spur 97- Frontage Roads (DFW- Connector Configuration 3)	\$0	\$0		Under Review	Under Review	Under Review						Propose moving the Proposition 7 inventory of projects	
Fort Worth	11153.2 11153.3	0363-01-139 0363-01-114	Tarrant	SH 26	Congestion/ TxDOT Connectivity	From John McCain to Brown Trail	Reconstruct 4 lane rural undivided to 4 lane urban divided with intersection improvements and bicycle pedestrian amenities (6 lane ultimate)	\$45,060,980	\$0			✓	Yes		X				Project may have a cost overrun, consider funding overrun after value engineering and City costs are finalized	
Total Tarrant County								\$395,555,000	\$358,000,000						CY 2015 Total \$200,005,000	FY 2016 Total \$9,995,000	FY 2017 Total \$56,000,000	FY 2018 Total \$32,000,000	FY 2019 Total \$60,000,000	

									Proposed Funding					Proposed Year Funding						
District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	Comments	
Fort Worth		1310-03-026	Wise	FM 2264	Energy Sector and Maintenance	From US 287/81 to CR 4431	Provide additional paved surface width, proposed 2- 12' lanes with 2' shoulders, including extending culverts w/safety ends	\$7,999,711	\$7,999,711		Feb-15	✓	Yes				X		Grouped CSJ project (no TIP modification required)	
Fort Worth		0312-04-031	Wise	FM 730	Maintenance	From 0.5 miles south of US 81 to 3.331 miles north of SH 114	Add shoulders for safety	\$14,114,400	\$14,114,400		Jan-20	✓	Yes					X	Grouped CSJ project (no TIP modification required); Significant ROW acquisition required; project ready to let may be delayed	
Total Wise County								\$22,114,111	\$22,114,111						CY 2015 Total \$0	FY 2016 Total \$0	FY 2017 Total \$0	FY 2018 Total \$7,999,711	FY 2019 Total \$14,114,400	

TxDOT Paris District

									Proposed Funding					Proposed Year Funding					
District	TIP Code	CSJ	County	Name/ Location	Prop 1 Category	Project Limits	Project Description	Total Project Cost	Inside MPA Boundary	Outside MPA Boundary	Ready to Let Date (Mon-YY)	Environmental Clearance Date	Plan Consistency	2015 (Year 1)	2016 (Year 2)	2017 (Year 3)	2018 (Year 4)	2019 (Year 5)	Comments
Paris	Pending	0009-13-159	Hunt	IH 30	Congestion/ TxDOT Connectivity	At FM 2642	Replace existing bridge facilities	\$18,000,000	\$10,000,000		May-16	Jan-16	Yes		X				TxDOT paying for PE in FY 2015 and Paris District to fund remaining \$8M
Paris	Pending	Pending	Hunt	FM 1570	Congestion	From SH 66 to IH 30		\$8,000,000	\$8,000,000				Yes				X		
Paris	Pending	Pending	Hunt	FM 276	Congestion		Quinlan Bypass	\$9,000,000	\$9,000,000				Yes				X		
Total Hunt County								\$35,000,000	\$27,000,000				CY 2015 Total \$0	FY 2016 Total \$10,000,000	FY 2017 Total \$0	FY 2018 Total \$17,000,000	FY 2019 Total \$0		

Proposition 1, Phase 2 Project Recommendations for FY 2016 and FY 2017

Total for All Counties		
Total Project Cost	Inside MPA Boundary Prop 1	Outside MPA Boundary Prop 1
\$1,887,520,861	\$1,465,507,057	\$104,051,105
Total Proposed Proposition 1 Funding for Years 2015 through 2019		\$1,569,558,162

Total For All Counties				
CY 2015 (Year 1)	FY 2016 (Year 2)	FY 2017 (Year 3)	FY 2018 (Year 4)	FY 2019 (Year 5)
\$365,579,344	\$257,200,321	\$345,861,912	\$323,964,434	\$276,952,151
Total Proposed Proposition 1 Funding for Years 2015 through 2019			\$1,569,558,162	

FUNDING SUMMARY BY SUBREGION AND BY FISCAL YEAR

FY	Eastern Subregion Allocation	Loaned from East to West	Revised Eastern Allocation (Considering Loan)	Eastern Subregion Programmed	Eastern Subregion Balance	Western Subregion Allocation	Loaned from West to East	Revised Western Allocation (Considering Loan)	Western Subregion Programmed	Western Subregion Balance	Regional Total Allocation	Regional Total Programmed	Balance
2015	\$238,590,000	-\$70,965,000	\$167,625,000	\$165,574,344	\$2,050,656	\$129,040,000	\$70,965,000	\$200,005,000	\$200,005,000	\$0	\$367,630,000	\$365,579,344	\$2,050,656
2016	\$175,980,000	\$70,965,000	\$246,945,000	\$233,205,321	\$13,739,679	\$92,120,000	-\$70,965,000	\$21,155,000	\$23,995,000	(\$2,840,000)	\$268,100,000	\$257,200,321	\$10,899,679
2017	\$173,240,000		\$173,240,000	\$255,677,248	(\$82,437,248)	\$90,670,000		\$90,670,000	\$90,184,664	\$485,336	\$263,910,000	\$345,861,912	(\$81,951,912)
2018	\$173,240,000		\$173,240,000	\$226,964,723	(\$53,724,723)	\$90,670,000		\$90,670,000	\$96,999,711	(\$6,329,711)	\$263,910,000	\$323,964,434	(\$60,054,434)
2019	\$173,240,000		\$173,240,000	\$192,837,751	(\$19,597,751)	\$90,670,000		\$90,670,000	\$84,114,400	\$6,555,600	\$263,910,000	\$276,952,151	(\$13,042,151)
Total	\$934,290,000	\$0	\$934,290,000	\$1,074,259,387	(\$139,969,387)	\$493,170,000	\$0	\$493,170,000	\$495,298,775	(\$2,128,775)	\$1,427,460,000	\$1,569,558,162	(\$142,098,162)

Regional Transportation Council Attendance Roster
September 2014-August 2015

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

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

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

Regional Transportation Council Attendance Roster
September 2014-August 2015

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

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

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

Surface Transportation Technical Committee Attendance Roster

June 2014-July 2015

STTC MEMBERS	Entity	6/27/14	7/25/14	8/22/14	9/26/14	10/24/14	12/5/14	1/23/15	3/27/15	4/24/15	5/22/15	6/26/15	7/24/15
Antoinette Bacchus	Dallas Cnty	A	A	A	A	A	A	A	A	P	P	A	P
Bryan Beck	Fort Worth	P	P	P	P	A	A	P	A	P	A	P	A
Kristina Brevard	DCTA	--	--	--	--	--	--	P	P	P	P	P	P
Keith Brooks	Arlington	P	P	P	P	A	P	P	P	P	P	P	P
John Brunk	Dallas	P	P	P	P	P	P	A	P	P	P	A	P
Mohammed Bur	TxDOT, Dallas	--	--	--	--	P	P	P	P	P	A	P	P
Chris Burkett	Mansfield	P	R	R	P	R	P	P	R	R	R	P	P
Loyl Bussell	TxDOT, FW	A	P	P	P	P	P	P	P	P	P	P	P
Jack Carr	Plano	P	P	P	P	P	P	P	A	P	P	A	P
Dave Carter	Richardson	P	P	P	A	P	P	A	P	P	P	P	P
John Cordary, Jr.	TxDOT, FW	--	--	--	--	--	--	--	P	P	P	P	P
Hal Cranor	Eules	P	A	P	A	P	P	P	P	R	P	P	P
Clarence Daugherty	Collin County	--	--	--	A	P	P	P	P	A	P	A	R
Chad Davis	Wise Cnty	P	P	A	P	P	A	A	P	P	P	P	P
Greg Dickens	Hurst	P	R	P	R	R	R	R	P	A	A	R	R
Sherrelle Diggs	Rowlett	A	P	P	A	A	A	P	A	P	P	P	P
Massoud Ebrahim	Greenville	P	P	A	P	A	R	P	A	A	P	P	P
Chad Edwards	DART	--	--	--	P	P	P	P	P	P	P	P	P
Claud Elsom	Rockwall Cnty	A	P	A	P	A	P	P	P	P	P	P	A
Keith Fisher	Keller	A	P	P	P	P	R	P	P	P	P	A	R
Eric Fladager	Fort Worth	P	P	P	A	A	P	P	P	P	P	P	P
Chris Flanigan	City of Allen	P	P	R	P	R	P	P	A	R	P	P	P
Gary Graham	McKinney	P	P	R	P	R	R	R	P	R	P	A	P
Tom Hammons	City of Carrollton	A	A	A	A	A	A	A	A	P	A	P	A
Curvie Hawkins	FWTA	P	P	P	P	P	A	A	A	P	P	P	A
Chris Holsted	Wylie	P	P	A	P	P	P	P	A	P	A	P	A
Thomas Hoover	Bedford	A	A	A	P	A	A	A	P	A	A	P	P
Matthew Hotelling	Flower Mound	P	P	A	A	P	P	P	P	P	P	P	P
Kirk Houser	City of Dallas	P	P	P	A	P	P	P	P	A	A	P	P
Terry Hughes	Parker County	P	P	P	P	P	P	P	P	P	P	P	P
Jeremy Hutt	Colleyville	--	--	P	P	R	P	P	P	R	P	P	P
Paul Iwuchukwu	Arlington	P	P	P	P	P	P	P	P	P	P	A	P
Tim James	Mesquite	R	P	P	A	P	P	A	P	P	P	A	P
David Jodray	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Kelly Johnson	NTTA	A	A	A	A	P	A	A	A	A	A	A	A
Tom Johnson	DeSoto	P	P	P	A	P	A	P	P	P	A	A	P
Sholeh Karimi	Grand Prairie	P	P	P	P	P	P	P	P	P	P	P	P
Chiamin Korngiebel	Dallas	P	P	P	A	P	A	P	P	A	A	P	A
Richard Larkins	Grapevine	--	--	--	--	--	--	--	P	A	P	P	P
Paul Luedtke	Garland	P	A	P	A	P	A	P	A	A	P	P	P
Stanford Lynch	Hunt Cnty	R	P	R	P	P	A	P	R	R	A	P	P

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

Surface Transportation Technical Committee Attendance Roster

June 2014-July 2015

STTC MEMBERS	Entity	6/27/14	7/25/14	8/22/14	9/26/14	10/24/14	12/5/14	1/23/15	3/27/15	4/24/15	5/22/15	6/26/15	7/24/15
Rick Mackey	TxDOT Paris	A	A	P	P	P	P	P	P	A	P	P	P
Srini Mandayam	Mesquite	P	P	P	P	P	P	P	P	A	R	P	P
Geroge Marshall	Coppell	P	P	P	A	A	P	P	R	R	P	P	P
Clyde Melick	Waxahachie	P	P	P	P	P	P	P	P	P	P	P	R
Laura Melton	Burleson	--	A	A	A	A	A	A	A	A	A	A	A
Brian Moen	Frisco	A	A	A	A	A	A	A	A	P	A	A	P
Cesar Molina, Jr.	Carrollton	P	A	P	P	P	P	P	A	A	P	A	P
Lloyd Neal	Plano	P	P	A	A	P	P	P	A	P	P	A	A
Mark Nelson	Denton	P	P	P	P	P	P	P	P	P	A	P	P
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	P	P	A	P
Kevin Overton	Dallas	--	--	--	--	A	P	A	P	P	P	A	P
Dipak Patel	Lancaster	P	R	P	P	P	P	P	P	P	P	P	P
Todd Plesko	DART	P	P	P	P	A	P	P	P	P	P	A	P
John Polster	Denton Cnty	P	P	P	P	P	P	P	P	P	A	P	P
Lisa Pyles	Town of Addison	A	A	A	A	A	A	A	A	P	P	P	A
William Riley	Tarrant Cnty	P	P	P	P	P	P	P	P	A	P	A	P
Greg Royster	DFW Int. Airport	P	P	A	A	P	P	P	P	P	P	A	P
Moosa Saghian	Kaufman County	--	--	--	--	--	--	--	--	--	P	P	P
David Salmon	Lewisville	P	P	P	R	P	P	R	P	R	A	P	P
Elias Sassoon	Cedar Hill	R	A	A	R	P	P	P	P	P	R	P	P
Gordon Scruggs	The Colony	P	P	P	P	A	P	R	P	P	P	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Walter Shumac, III	Grand Prairie	--	--	--	--	--	--	P	A	P	P	A	P
Randy Skinner	Tarrant Cnty	A	P	P	P	P	P	P	A	P	A	P	A
Angela Smith	FWTA	--	--	--	--	--	--	--	--	--	--	--	P
Caleb Thornhill	Plano	--	A	P	P	P	A	P	P	A	P	P	A
Mark Titus	Richardson	P	P	P	P	P	P	P	P	P	P	P	P
Jonathan Toffer	Dallas Cnty	A	P	A	A	A	A	P	P	A	A	P	A
Timothy Tumulty	Rockwall	P	P	P	A	A	R	P	P	A	P	A	P
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	P	P	P	P	P	P
Daniel Vedral	Irving	P	P	A	P	P	P	P	A	P	A	P	P
Caroline Waggoner	North Richland Hills	--	--	--	A	P	P	P	P	P	P	P	P
Jared White	Dallas	A	P	P	A	P	P	P	P	P	P	A	P
Bill Wimberley	Hood County	P	A	P	P	P	P	P	P	R	P	A	P
Alicia Winkelblech	Arlington	P	P	P	P	A	P	P	R	R	P	P	A
Mykol Woodruff	TxDOT, Dallas	--	--	--	--	--	--	--	P	P	P	P	A
Jamie Zech	TCEQ	--	--	--	--	--	--	--	--	--	--	--	A

P =Present A= Absent
R =Represented -- =Not yet eligible to attend

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

July 24, 2015

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, July 24, 2015, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Antoinette Bacchus, Kristina Brevard, Keith Brooks, John Brunk, Mohammed Bur, Chris Burkett, Loyl Bussell, Jack Carr, Dave Carter, John Cordary Jr., Hal Cranor, Tracy Homfeld (representing Clarence Daugherty), Chad Davis, Jim Juneau (representing Greg Dickens), Sherrelle Diggs, Massoud Ebrahim, Chad Edwards, Chad Barteel (representing Keith Fisher), Eric Fladager, Chris Flanigan, Gary Graham, Thomas Hoover, Matthew Hotelling, Kirk Houser, Terry Hughes, Jeremy Hutt, Paul Iwuchukwu, Tim James, David Jodray, Tom Johnson, Sholeh Karimi, Richard Larkins, Paul Luedtke, Stanford Lynch, Ricky Mackey, Srinu Mandayam, George Marshall, Derica Peters (representing Clyde Melick), Brian Moen, Cesar Molina Jr., Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, John Polster, William Riley, Greg Royster, Moosa Saghian, David Salmon, Elias Sassoon, Gordon Scruggs, Lori Shelton, Walter Shumac III, Angela Smith, Mark Titus, Timothy Tumulty, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Jared White, and Bill Wimberley.

Others present at the meeting were: Vickie Alexander, David Boski, Ken Bunkley, Courtney Coates, Shawn Donaghy, Marissa Fewell, Rob Franke, Jill Hall, Rebekah Hernandez, Dan Kessler, Ken Kirkpatrick, Dan Lamers, April Leger, Jody Loza, Chad McKeown, Michael Morris, Jamie Patel, Vercie Pruitt-Jenkins, Penny Sanson, Daniel Snyder, Matt Thompson, Sandy Wesch, and Brian Wilson.

1. **Approval of June 26, 2015, Minutes:** The minutes of the June 26, 2015, meeting were approved as submitted in Reference Item 1. Mark Nelson (M); Cesar Molina Jr. (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Clean Fleets North Texas Call for Projects:** Jeff Hathcock presented information regarding the proposed Clean Fleets North Texas 2015 Call for Projects for public and private fleet operations in the region. Air quality emphasis areas for the call include high-emitting vehicles/equipment, idling, and energy/fuel consumption. The need for fleet funding was highlighted, including the age distribution of both heavy and light-duty vehicles and their associated nitrogen oxides (NOx) emissions. Approximately \$2.5 million in grant funds are available, with funds available for up to 80 percent of the incremental project cost. Eligible project types include new purchase, replacement, repower, retrofit, and conversion projects, as well as on-board idle reduction projects for school buses. All projects must reduce NOx emissions. All fleets operating in the 10-county Dallas-Fort Worth ozone nonattainment area are eligible to apply and must adopt the Clean Fleet Policy prior to the application deadline. Mr. Hathcock highlighted the proposed evaluation criteria, noting that a quantitative assessment for cost per ton of NOx emissions reduced would be used. In the event that projects score similarly, a qualitative assessment will then be used. The call for projects is anticipated to open August 17, 2015, and close October 23, 2015. Project recommendations will be presented for approval at the December 4 Surface Transportation Technical Committee meeting and December 10 Regional Transportation Council (RTC) meeting. Details were provided in the Reference Item 3. A motion was made to recommend RTC

approval to open the 2015 Clean Fleets North Texas 2015 Call for Projects. John Polster (M); Mark Nelson (S). The motion passed unanimously.

4. **2015 Federal Transit Administration Programs Call for Projects: Project Recommendations:** Jamie Patel presented draft recommendations for the 2015 Federal Transit Administration (FTA) Programs Call for Projects, involving two funding programs. For the Urbanized Area Formula Program, 2 percent of funds are set aside annually to be awarded competitively to non-traditional providers for Job Access/Reverse Commute (JA/RC)-type projects. For the Enhanced Mobility of Seniors and Individuals with Disabilities Program, funds remaining after fulfilling existing transit agency needs are available for competitive award. The funding amount and distribution process for the programs were highlighted, and Ms. Patel noted that the funding was available to projects that service the Dallas-Fort Worth-Arlington and Denton-Lewisville urbanized areas. Both programs are reimbursement grant programs, with agencies reimbursed for the eligible portion of capital and operating expenses. Planning expenses are eligible for reimbursement for JA/RC projects only. Federal and local match funding requirements were discussed, and it was noted that applicants could request Transportation Development Credits to leverage the local match portion on capital and planning expenses only. Details were provided in Electronic Item 4.2. Approximately \$2.9 million was available for JA/RC projects in the Dallas-Fort Worth-Arlington urbanized area and approximately \$216,000 in the Denton-Lewisville urbanized area for capital, operating, and planning projects. Approximately \$1.5 million was available for Enhanced Mobility projects in the Dallas-Fort Worth-Arlington urbanized area and approximately \$213,000 in the Denton-Lewisville urbanized area for capital and operating projects only. The initial screening ensured projects in both programs were eligible, complete, and addressed the appropriate strategies from the regional coordination plan, Access North Texas. The needs assessment and other scoring criteria were highlighted. A total of eight projects were evaluated for the Dallas-Fort Worth-Arlington urbanized area. Evaluated projects were highlighted. Reference Item 4.1 included the projects evaluated, as well as funding recommendations. Staff recommended two JA/RC projects for award through the Urbanized Area Formula Program: 1) a Dallas/Fort Worth International Airport project to provide a continuation of shuttle service from the TRE Centreport station to the Remote South parking lot and 2) a Catholic Charities of Fort Worth project to provide service in targeted areas across Tarrant County. For the Enhanced Mobility for Seniors and Individuals with Disabilities Program staff recommended three projects for award: 1) a Kaufman County Senior Citizen Services project to purchase service for non-Medicaid medical trips for seniors to Dallas from Ellis, Rockwall, and Kaufman counties, 2) a Community Council of Greater Dallas and MHMR of Tarrant County project to provide a continuation of navigation assistance and resource management activities in Dallas and Tarrant Counties only, and 3) a Senior Center Resources and Public Transit project to pilot one direct connection from Hunt County to Dallas County. There were no projects submitted in the Denton-Lewisville urbanized area. Available JA/RC funding will be returned to the Denton County Transit Authority, and the balance from the Enhanced Mobility program will be carried over to the next call for projects. A motion was made to recommend Regional Transportation Council approval of staff funding recommendations for the 2015 Federal Transit Administration Programs Call for Projects, included in Reference Item 4.1. John Polster (M); Kristina Brevard (S). The motion passed unanimously.
5. **Proposed Regional Transportation Council Air Quality and Management/Operations Programs and Projects: Response to New Air Quality Initiatives:** Christie Gotti presented proposed Air Quality Management/Operations programs and projects recommended for Regional Transportation Council (RTC) approval. Every few years, the Committee and RTC consider extending existing and funding new regional air quality

and management/operations programs. As part of the development of the 2017-2020 Transportation Improvement Program (TIP), staff has reviewed regional projects/programs such as the vanpool program, regional traffic signal retiming program, and planning and coordination efforts to ensure that these programs and projects can continue without interruption. These types of programs help reduce emissions and increase air quality effectiveness in the region. A recommended project list was included in Reference Item 5.1 and new programs/projects or those with new elements were highlighted. The project funding request totals approximately \$63 million. Ms. Gotti noted that a portion of the funds are used by North Central Texas Council of Governments staff to implement the projects, but that the majority of funding is passed through to local agencies in the region to implement the programs. She also briefed the Committee on a proposed partnership with Denton County regarding Regional Toll Revenue (RTR) and Proposition 1 funds. Staff proposed to increase the Proposition 1 allocation to projects with Denton County RTR funds through the upcoming Proposition 1 project selection. There are many projects already proposed to receive Proposition 1 funds that have existing RTR funds and this effort will free up RTR funds for off-system facilities or regional programs. Staff has worked with Denton County and proposed to split the RTR funds with 50 percent to remain in the Denton County RTR account and 50 percent to be allocated to the regional account for use on the projects presented. Staff anticipates approximately \$45 million from this effort and proposed to allocate \$22.5 million to the Denton County RTR account and \$22.5 million to the regional account. Details were provided in Electronic Item 5.2. A motion was made to recommend RTC approval of the RTC Air Quality and Management/Operations projects listed in Reference Item 5.1, the proposed Denton County RTR/Proposition 1 partnership outlined in Electronic Item 5.2, and to allow staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program to include the proposed funding. John Polster (M); Stanford Lynch (S). The motion passed unanimously.

6. **House Bill 20:** Rebekah Hernandez provided an overview of House Bill (HB) 20, approved by the Texas Legislature during the 84th Legislative Session. HB 20 is related to the operations and expenditures by the Texas Department of Transportation (TxDOT) and planning organizations. It requires TxDOT to adopt a performance-based planning process with performance metrics and measures, project prioritization, and a scoring system. The Texas Transportation Commission (TTC) will develop rules and implement performance-based planning and programming dedicated to providing indicators of progress toward attaining TxDOT goals and objectives established by the Legislature and the TTC. The TTC will also develop performance metrics and measures as part of the planning process, will adopt and review performance metrics and measures, and must implement periodic reporting schedules for all performance metrics and measures. The bill also requires the TTC to prioritize and approve projects included in the statewide transportation plan in order to provide financial assistance. The TTC will establish a performance-based process for setting funding levels for the categories of projects in the Unified Transportation Program and establish a scoring system for prioritizing projects. The Commission may make discretionary funding decisions for no more than 10 percent of the current biennial budget of the department. It also requires metropolitan planning organizations (MPO) to develop a 10-year plan for the use of funding allocated to the region with the first four years of the plan being developed to meet the Transportation Improvement Program requirements. MPOs must also develop project recommendation criteria, which must include consideration of projected improvements to congestion and safety, projected effects on economic development opportunities for residents of the region, available funding, effects on the environment, and any other factors deemed appropriate by the planning organization. In addition, the bill amends design-build terms. Related to design-build, a contract may include a maintenance agreement requiring a design-build contractor to maintain a project for an

initial term of no longer than five years. The threshold is increased from \$50 million to \$150 million for projects on which design-build could be used. Design-build use on projects that are mostly designed is prohibited, as well as prohibiting the bundling of multiple projects in one design-build contract. In addition, the bill also removes policing State highways from the use of money in the State Highway Fund. Ms. Hernandez noted that the bill also established legislative committees for oversight. The Lieutenant Governor recently appointed five members to a Senate Select Committee on Transportation Planning and the Speaker of the House will appoint nine members to a House Select Committee on Transportation Planning. These select legislative committees will review, study, and evaluate nine items that TxDOT will provide in two separate reports. The list of nine items to be evaluated is detailed in Electronic Item 6. TxDOT must first submit an initial report to the select legislative committees no later than September 1, 2015. The report will provide information necessary for the select legislative committees to review, study, and evaluate the first three factors in the list of nine, including revenue needed to maintain conditions, funding categories, and performance metrics. To supplement the initial report, TxDOT will then complete a preliminary report on the remaining six factors. This preliminary report is due to the select legislative committees no later than March 31, 2016. The select legislative committees must prepare a written report on the reviewed subjects and provide a report to the Legislature no later than November 1, 2016. Ms. Hernandez noted that a summary of the bill was provided in Electronic Item 6.

7. **Mobility 2040:** Chad McKeown highlighted topics from the recent Regional Transportation Council Mobility Plan Workshop regarding the development of the region's next long-range transportation plan, Mobility 2040. Discussion included various considerations that must be reviewed while developing Mobility 2040 such as Metropolitan Transportation Plan (MTP) goals, planning timeframes, planning requirements, and new demographics. Policy considerations were also discussed. Significant discussion occurred regarding roadway considerations to be included and the balance between tolled and non-tolled capacity projects. Planned funding for transit was also discussed. Efforts for additional transit funding have not been successful, and as a result the region will have to look at long-term rail recommendations to determine if a reliable source of funding can be secured for unfunded projects. Technical analysis on potential rail lines will continue, options will be evaluated, and staff will work with local governments to determine what level of support exists to move forward with specific corridors. In addition, the role of technology for improved safety, increased capacity, and reduced demand was also discussed and members also received briefings on other impacts to Mobility 2040 such as air quality, sustainable development, bicycle/pedestrian, asset management, freight, high-speed rail, demand management, and safety/security. Mr. McKeown highlighted Mobility 2040 financial assumptions, noting four different strategies. Mobility 2035 included approximately \$94.5 billion in revenue based on the current revenue sources that exist today and reasonable assumptions of additional funding such as increasing gasoline taxes and vehicle registration fees that may be available within the planning cycle. In comparison, a financial scenario based only on existing resources for Mobility 2035 were discussed, totaling approximately \$75 million. For Mobility 2040, a baseline has been established by removing all assumptions and adding the new revenues from the 84th Legislature totaling approximately \$30 billion to the region over the course of 2040 and approximately \$105 billion for Mobility 2040. It must be determined whether the RTC would like to use the Mobility 2040 baseline funding or advocate for additional transportation revenues in future legislative sessions. The top eight focus items were also discussed at the workshop including goods movement, transportation choice, momentum toward "pay-as-you-go", technology, and the idea of setting RTC policies in a way that ties those policies in the transportation plan to actual projects and funding

decisions. The MTP development scheduled was reviewed, and it was noted that Mobility 2040 discussions regarding next steps will continue as development of the Plan proceeds.

8. **Fast Facts:** Jody Loza provided a 2015 ozone season update, noting that the region has experienced a total of seven exceedances days in 2015. Details were included in Electronic Item 8.1.

Marissa Fewell highlighted current air quality funding opportunities for vehicles, including the proposed Clean Fleets North Texas 2015 Call for Projects discussed earlier in the meeting. Current opportunities were available in Electronic Item 8.2.

Marissa Fewell presented information regarding the Texas Charging Challenge Roadshow Event scheduled in the region for July 30, 2015. Additional information was provided in Electronic Item 8.3.

Marissa Fewell discussed the expansion of regional solar work. Details were provided in Electronic Item 8.4.

Marissa Hunt highlighted Clean Air Action Day results. Information was highlighted regarding efforts in the region and provided in Electronic Item 8.5.

Brian Wilson noted that the publication Progress North Texas 2014 was an award recipient in the Hermes Creative Awards competition for cover and layout of the publication. Details of the award were provided in Electronic Item 8.6.

Brian Wilson also highlighted the Clean Fleets Policy fact sheet provided in Electronic Item 8.7.

Matt Thompson noted that the deadline for Transportation Improvement Program modifications for the November 2015 cycle was close of business the day of the meeting.

Daniel Snyder noted that a Trails and Bikeway Regional Master Plan template was available online. The template was designed to assist in the development of local community master plans for on-street bikeways and off-street paths/trails in the North Central Texas region.

Dan Kessler reminder members that the North Central Texas Council of Governments would begin livestreaming its policy board meetings by the September 1, 2015, deadline established by the Legislature.

Vercie Pruitt-Jenkins noted that three dates are proposed for the next Regional Transportation Council New Member Orientation, August 21, 9:30 am-11:30 am; September 4, 9:30 am-11:30 am; and September 10, 10:30 am-12:30 pm.

The current Local Motion was provided in Electronic Item 8.8 and transportation partner progress reports were provided in Electronic Item 8.9.

9. **Other Business (Old and New):** There was no discussion on this item.
10. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on August 28, 2015, at the North Central Texas Council of Governments.

The meeting adjourned at 2:25 pm.

local motion

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

September 2015 | nctcog.org/localmotion

News

\$2.5M OK'd for clean fleets

The Clean Fleets North Texas 2015 Call for Projects was approved by the Regional Transportation Council last month and will remain open through October 23. Public and private fleets operating in the 10-county ozone nonattainment area may apply for a share of \$2.5 million intended to improve fuel efficiency and regional air quality. For information, visit NCTCOG.org/aqfunding.

Meetings

September 2, 8:30 am
TRTC

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

September 10, 1 pm
Regional Transportation Council
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

September 11, 11 am
DRMC

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

September 25, 1:30 pm
Surface Transportation
Technical Committee
NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

RTC approves \$4.5M for high speed rail planning

High speed trains are poised to link North Texas to Houston and other metropolitan areas in Texas, and the North Central Texas Council of Governments continues to play a role in planning activities.

Last month, the Regional Transportation Council took a step to assist further with the regional line, as well as coordination activities with the other corridors. The RTC approved the expenditure of \$4.5 million through fiscal year 2018 for planning, design, project development and preliminary engineering. The plan calls for \$1.5 million per year to be spent on these activities starting in fiscal year 2016.

The money will come from the Regional Toll Revenue funding account. These funds are available to expedite transportation projects throughout the region.

This additional high speed rail funding is made possible through an agreement with Denton County to free up RTR funds for other projects in exchange for more state funding through Proposition 1, a constitutional amendment approved by voters in November to provide additional transportation revenue for non-tolled highway projects.

The RTC's high speed rail decision was part of a \$63.4 million allocation to air quality and management and operations projects and programs to ensure they continue through 2018.

The RTC had allocated high speed rail activities \$1.4 million in previous years, allowing NCTCOG to assist with planning activities, including public involvement and ridership projections. For more information on high speed rail, visit

TXDOT.gov/inside-txdot/projects/studies/statewide/dfw-core-express.html

Details

RTC approved \$4.5 million last month to fund high speed rail planning, design, project development and preliminary engineering activities through FY 2018. Dallas-Fort Worth could be connected to Houston by the technology by 2021.



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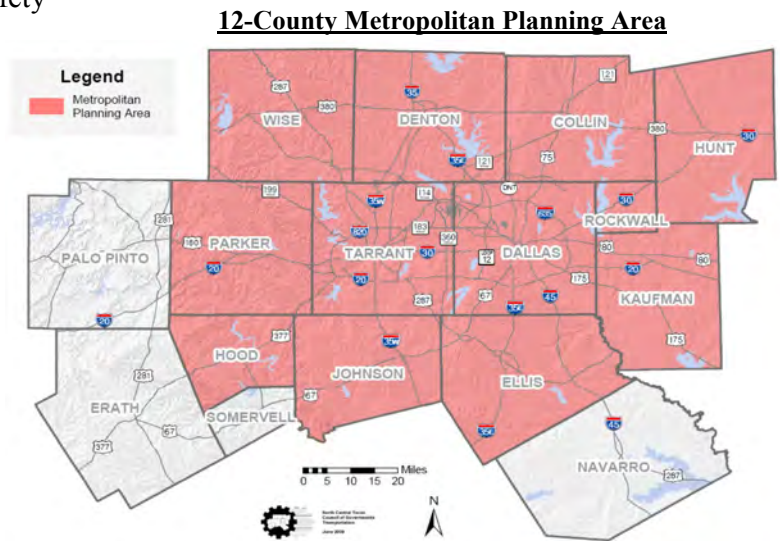
For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or bwilson@nctcog.org. Visit www.nctcog.org/trans for more information on the department.

our region

Vickery Meadow assessment aims to boost access to school, employment

A recent federal assessment of pedestrian and road safety will guide enhancements in one of Dallas' most densely populated neighborhoods. The Federal Highway Administration conducted the Pedestrian Road Safety Assessment in Vickery Meadow earlier this year to identify safety issues and opportunities to reduce the number and severity of pedestrian crashes with motor vehicles.

Among the recommendations in the final report were street retrofits on several roadways to improve safety and to balance the needs of all modes of transportation. Additional recommendations included improvements to street lighting, traffic and pedestrian signals, Americans with Disabilities Act accommodations, school zone and related safety signage, pedestrian crossings, wider sidewalks and bicycle accommodations. A partnership involving the city of Dallas, Dallas County, Dallas Area Rapid Transit and the North Central Texas Council of Governments is considering options to fund the recommended safety and accessibility improvements throughout Vickery Meadow. Safe pedestrian and bicycle infrastructure is a significant need in the area because the number of people who use public transportation or walk to work and school is more than double the city average. Nearly 25 percent of the households do not own private vehicles. The safety assessment was assisted by Dallas, Dallas County, DART, and NCTCOG with additional expertise provided by the Dallas Independent School District and Dallas Police Department.



SMARTE program helps trucking industry save money

NCTCOG has launched Saving Money and Reducing Truck Emissions (SMARTE), a program designed to improve industry awareness of freight traffic effects on air quality and encourage industry-specific best practices. Through face-to-face outreach, SMARTE provides information on regional initiatives that can reduce fuel costs and improve air quality. SMARTE has a heavy emphasis on promoting EPA SmartWay-verified technologies but also focuses on other programs important to small and medium-sized fleets and individual owner-operators. For information, visit

NCTCOG.org/SMARTE

OUTREACH

NCTCOG publications available online

Two recently published documents are now available online.

[Progress North Texas 2015:](#)

[Improving Transportation for Your Family](#), the annual transportation publication of the North Central Texas Council of Governments, can be accessed NCTCOG.org/ourregion.

The report provides information on the work done by NCTCOG and other transportation partners last year to improve the transportation system. It examines issues typically part of transportation discussions in Dallas-Fort Worth while explaining how the improvements benefit families.

The summer issue of NCTCOG's Mobility Matters newsletter features an article about Mobility 2040, the next long-range transportation plan for the Dallas-Fort Worth area. Efforts to improve the region's air quality and transportation funding provided by the Legislature are also highlighted. The newsletter is available at

NCTCOG.org/mobilitymatters.

Printed copies of both publications are available by emailing Brian Wilson at bwilson@nctcog.org.

public involvement

Public to weigh in on Prop. 1 funding

NCTCOG will seek input in September on recommendations for Proposition 1 funding, the development of Mobility 2040 and transit programs. Public meetings will be held at 6:30 pm September 8 in Denton, 2:30 pm September 9 in Arlington and 6:30 pm September 14 in Irving.

Staff will recommend projects to receive Proposition 1 funding in fiscal years 2016 and 2017, when \$268.1 million and \$263.91 million will be available, respectively.

In November 2014 Texas voters approved Proposition 1, a constitutional amendment that provides state funding for the construction, maintenance and rehabilitation of public roadways in Texas. (Toll roads and transit projects are not eligible.) Dallas-Fort Worth received \$367.63 million for projects to go to construction in 2015.

NCTCOG is developing Mobility 2040, the next long-range transportation plan, and will summarize feedback received to date from the public and Regional Transportation Council and seek additional input to guide the development of plan recommendations. NCTCOG is required to maintain a long-range transportation plan for the region's multimodal transportation system.

In addition, the public is encouraged to comment on proposed transit projects funded by the Federal Transit Administration through fiscal year 2016. Finally, several other topics will be highlighted at the meetings, including proposed modifications to the list of funded projects maintained in the Transportation Improvement Program. Following the meeting in Arlington, a video recording will be available at NCTCOG.org/input, where information about the meetings is available.

resources

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partners

Dallas Area Rapid Transit
DART.org

**Denton County
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DCTA.net

North Texas Tollway Authority
NTTA.org

**The Fort Worth
Transportation Authority**
The-T.com

**Texas Department
of Transportation**
TxDOT.gov

\$4.5 million

Funding approved by the Regional Transportation Council for planning related to regional high speed rail activities.

policymakers —

RTC approves \$4.4M for transit projects

The Regional Transportation Council approved approximately \$4.4 million in funding from the Urbanized Area Formula Program and the Enhanced Mobility for Seniors and Individuals with Disabilities Program last month. Dallas/Fort Worth International Airport will receive approximately \$2.38 million to provide shuttle service from the Trinity Railway Express CentrePort/DFW Airport Station. Catholic Charities of Fort Worth was awarded \$524,350 to provide service in targeted areas across Tarrant County. Kaufman County Senior Citizen Services will use \$204,960 in federal funding to provide medical trips for seniors traveling to Dallas.

The Community Council of Greater Dallas and MHMR of Tarrant County were provided \$905,860 for navigation assistance and resource-management activities. And the RTC approved \$389,180 in federal funds for Senior Center Resources and Public Transit to pilot a direct connection from Hunt to Dallas counties.

These projects will serve approximately 6,000 people through coordination activities and provide over 311,000 trips annually across six counties. For information, visit NCTCOG.org/FTAfunding.

Live streaming begins in September

NCTCOG will begin streaming RTC meetings live on the Internet Sept. 10 following the Legislature's approval of a bill this year requiring policy board meetings to be presented live online. Archived videos of RTC meetings will continue to be available.

On the Web: NCTCOG.org/video

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.