

AGENDA

**Regional Transportation Council
Thursday, December 8, 2016
North Central Texas Council of Governments**

11:00 am Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee

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

1:00 – 1:05 1. Approval of November 10, 2016, Minutes

☒ Action ☐ Possible Action ☐ Information Minutes: 5
Presenter: Ron Jensen, RTC Chair
Item Summary: Approval of the November 10, 2016, 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. FASTLANE Grant Applications

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council on the FY2017 Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) Grant Program recently announced by the United States Department of Transportation (US DOT), and request action enabling two projects to be submitted for consideration.

Background: In October 2016, the US DOT announced the FY2017 FASTLANE Grant Program for freight projects with national or regional significance. The program is designed to address congestion on the nation's freight corridors and to support anticipated freight growth on the multimodal transportation system. The Notice of Funding Opportunity indicates availability of \$850 million for the FASTLANE Grant Program in FY2017, and final applications are due to the US DOT by December 15, 2016. Additional information is available online at [https://www.transportation.gov/buildamerica/FASTLANE grants](https://www.transportation.gov/buildamerica/FASTLANEgrants). For agencies in the region submitting projects, please be aware that you must complete the Grants.gov registration process before submitting the application, and this process usually takes two to four weeks to complete. In addition, if an agency would like to receive a letter of support from the Regional Transportation Council (RTC), requests must be submitted to Rebekah Hernandez by Friday, December 2, 2016, at rhernandez@nctcog.org. NCTCOG proposes to re-submit applications for the two projects originally approved by the RTC in April 2016 for

the previous fiscal year's FASTLANE Grant Program. The projects are the DFW Connector North Airport Interchange (western subregion) and the Interstate Highway 35E/35W Merge Interchange (eastern subregion) in Denton, and are proposed with no changes.

2.2. Approval to Pursue Transportation Data-Sharing Partnerships on a Common Regional Platform

Presenter: Tom Bamonte, NCTCOG

Item Summary: Regional Transportation Council approval will be requested for issuance of a Request for Partners to identify parties interested in sharing transportation-related data with the region on a common platform (e.g., the 511DFW data portal) and to enter into private sector data-sharing partnerships.

Background: This item was presented on an informational basis at last month's meeting. The Waze Connected Citizens Program (CCP), [Electronic Item 2.2.1](#), is an example of a transportation data-sharing partnership between a public entity and a private sector travel navigation system. Such partnerships can help improve travel navigation services used by travelers and give public road operators more information about the condition and operation of their roadways. The open data portal already built into 511DFW can be used for such data exchanges in the region. Staff seeks approval to issue a Request for Partners to explore entering into similar data-sharing partnerships with the private sector to improve safety, traffic flow, and transportation planning and proceed with the CCP. This does not impact the North Central Texas Council of Governments' and the Regional Transportation Council's ability to continue to enter into data-sharing arrangements, as appropriate, with other public sector entities. Additional information is provided in [Reference Item 2.2.2](#).

1:05 – 1:20

3. Orientation to Agenda/Director of Transportation Report

☐ Action ☐ Possible Action ☒ Information Minutes: 15
Presenter: Michael Morris, NCTCOG

1. 2017 Regional Transportation Council Meeting Schedule ([Reference Item 3.1](#))
2. Summary of the Texas Mobility Summit
3. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.2](#))
4. Statewide Texas Department of Transportation Traffic Safety Grant Program: Deadline for Submission, January 9, 2017
5. November Public Meeting Minutes (Comment Period Open Until December 6, 2016) (Handout)
6. December Online Input Opportunity Notice (Handout)
7. Recent Correspondence ([Electronic Item 3.3](#))
8. Recent News Articles ([Electronic Item 3.4](#))

- 9. Recent Press Releases ([Electronic Item 3.5](#))
- 10. Job Growth in the Dallas-Fort Worth Region ([Electronic Item 3.6](#))
- 11. Transportation Partners Progress Reports

1:20 – 1:50

4. Regional 10-Year Plan and Next Decade of Projects: Draft Final List

☒ Action ☐ Possible Action ☐ Information Minutes: 30

Presenters: Michael Morris and Adam Beckom, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of the proposed regional projects covering FY2017-FY2026, as the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement and the funding request from the Texas Transportation Commission (TTC).

Background: In August 2016, the TTC approved the allocation of Category 2 (MPO selected), Category 4 (TxDOT district selected), and Category 12 (Commission selected) funding for FY2017-FY2026. In order to allocate the new funding to projects, North Central Texas Council of Governments (NCTCOG) staff is coordinating with the TxDOT Dallas, Paris (Hunt County), and Fort Worth districts in assessing the region's priorities over the next 10 years. NCTCOG staff is using performance measures consistent with those used to develop Mobility 2040, along with a review of project timing, environmental status, and estimated construction costs. This effort will also fulfill the legislative HB 20 10-year planning requirement. Additionally, with the availability of new Category 2 funding, staff proposes to take this opportunity to address the east/west equity shares within the region. For reference, [Electronic Item 4.1](#) contains the latest east/west equity shares for the region.

Over the past month, staff has been incorporating comments and input received from the public, as well as from members of the Surface Transportation Technical Committee and the RTC. A complete listing of the proposed projects to be included in the 10-Year Plan are contained in [Reference Item 4.2](#). Additional information regarding the project selection process is available in [Electronic Item 4.3](#). A transmittal letter to the TTC is available in [Electronic Item 4.4](#). The City of Mesquite has requested [Electronic Item 4.5](#) be included in this mail out. The Collin County letter is also included. [Electronic Item 4.4](#) refers to the Collin County letter.

1:50 – 2:00

5. Transportation Alternatives Set-Aside Program Call for Projects: Process and Scoring Criteria

☒ Action ☐ Possible Action ☐ Information Minutes: 10

Presenter: Karla Weaver, NCTCOG

Item Summary: Staff will present recommended eligible project categories, process, scoring criteria, and schedule for the 2017 Transportation Alternatives Set-Aside (TA Set-Aside) Program Call for Projects for the North Central Texas region. Staff will also request approval of the final recommended funding

categories, proposed eligible and ineligible project types, evaluation criteria, and schedule for the Call for Projects.

Background: Approximately \$23 million is anticipated to be available to fund TA Set-Aside Program projects in the 12-county North Central Texas Council of Governments Metropolitan Planning Area. Projects eligible under this program are proposed to include on-road and off-road pedestrian and bicycle facilities, multimodal connections to public transportation, and pedestrian and bicycle infrastructure associated with Safe Routes to School projects that will substantially improve safety and the ability for students to walk and bicycle to school. A meeting to obtain comments and feedback from the public occurred at the November meeting of the Bicycle and Pedestrian Advisory Committee. The Surface Transportation Technical Committee will be asked to approve this methodology on December 2, 2016. Additional details are provided in [Reference Item 5](#).

2:00 – 2:10 6. High-Occupancy Vehicle/Managed Lane Report and Status of Technology Procurement

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council (RTC) on the latest managed lane high-occupancy vehicle (HOV) subsidy and performance status.

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. In addition, an overview of the technology procurement will be highlighted.

2:10 – 2:20 7. Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Follow Up

☐ Action ☐ Possible Action ☒ Information Minutes: 10

Presenter: Kevin Feldt, NCTCOG
Rob Franke, Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee Chair and Mayor, City of Cedar Hill

Item Summary: An overview of the Regional Transportation Council (RTC) Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee meeting held prior to the RTC meeting will be presented.

Background: [Electronic Item 7](#) is the Subcommittee's meeting agenda.

8. Progress Reports

☐ Action ☐ Possible Action ☒ Information

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

- RTC Attendance ([Reference Item 8.1](#))
- Local Motion ([Electronic Item 8.2](#))

9. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
10. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.
11. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, January 12, 2017, at the North Central Texas Council of Governments.***

MINUTES**REGIONAL TRANSPORTATION COUNCIL
November 10, 2016**

The Regional Transportation Council (RTC) met on Thursday, November 10, 2016, 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), David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Marcus Knight (representing Robert Franke), Sandy Greyson, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Lee M. Kleinman, Brian Loughmiller, David Magness, Scott Mahaffey, Matthew Marchant, Maher Maso, B. Adam McGough, Cary Moon, Greg Noschese (representing Stan Pickett), Sara Bagheri (representing Kevin Roden), Kelly Selman, Gary Slagel, Lissa Smith, Mike Taylor, Stephen Terrell, T. Oscar Trevino Jr., Oscar Ward, Bernice J. Washington, Duncan Webb, B. Glen Whitley, Kathryn Wilemon, Sheri Capehart (representing W. Jeff Williams), Erik Wilson, and W.B. "Zim" Zimmerman.

Others present at the meeting were: Vickie Alexander, David Arbuckle, Gustavo Baez, Melissa Baker, Tom Bamonte, Jay Barksdale, Carli Baylor, Adam Beckom, Kenny Bergstrom, Natalie Bettger, Brandi Bird, Chris Bosco, Shauna Bowman, Kristina Brevard, Bob Brown, Ron Brown, Ken Bunkley, Pamela Burns, David Cain, Marrk Callier, Jack Carr, Angie Carson, Dixie Cawthorne, Emily Conway, Michael Copeland, Mike Curtis, Brian Dell, Jennifer Dewitt, Kim Diederich, Chris Dyser, Traci Enna, Brittney Farr, Keineth Fuller, Matthew Gesler, Bob Golden, Rick Grady, Clifton Hall, Tony Hartzel, Rebekah Hernandez, Jesse Herrera, Mark Hilderbrand, Jodi Hodges, Kevin Hugman, Greg Janes, Maritea Kelley, Dan Kessler, Keith Krum, Dan Lamers, April Leger, Eron Linn, Amanda Long-Rodriguez, Sonny Loper, Paul Luedtke, Matthew MacGregor, William Madison, Barbara Maley, Steve McCullough, James McGuire, Cesar Molina, Rebecca Montgomery, Erin Morris, Michael Morris, Christie Myers, Jenny Narvaez, Mark Nelson, Mickey Nowell, Lanre Olaniyan, Kevin Overton, Nick Page, John Polster, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Randy Redmond, Molly Rendon, Bill Riley, Christina Roach, Carrie Rogers, Kyle Roy, Greg Royster, Kris Russell, Moosa Saghian, Steve Salin, Walter Shumac, Randy Skinner, Chelsey Smith, Shannon Stevenson, Rick Stopfer, Neil Strassman, Dean Stuller, Jodi Saegesser, Vic Suhm, Gary Thomas, Jonathan Toffer, Chris Tolar, Mitzi Ward, Jon Weist, Devin Wenske, Sandy Wesch, Greg White, Amanda Wilson, Brian Wilson, Alicia Winkelblech, Mykol Woodruff, and Ed Wueste.

1. **Approval of October 13, 2016, Minutes:** The minutes of the October 13, 2016, meeting were approved as submitted in Reference Item 1. Jungus Jordan (M); Lissa Smith (S). The motion passed unanimously.
2. **Consent Agenda:** There were no items on the Consent Agenda.
3. **Orientation to Agenda/Director of Transportation Report:** Mindy Mize presented the Air North Texas 2015-2016 Partner Awards. Hood County Clean Air Coalition received the Outstanding Advertising award, University of North Texas Health Science Center received the Outstanding Outreach award, City of Fort Worth received the Outstanding Partner Involvement award, Dallas/Fort Worth International Airport received the Outstanding Initiative award, City of Plano received the Outstanding Media Engagement award, City of Dallas received the Arlo Ambassador award, and City of Grand Prairie received the Air North Texas Partner of the Year award.

Michael Morris noted a \$76 million transportation bond program was recently approved in Parker County. In addition, he noted the City of Richland Hills has withdrawn from the Fort Worth Transportation Authority. Items in the Director of Transportation Report were reviewed. He thanked Regional Transportation Council (RTC) Chair Ron Jensen for attending a recent event with the Texas Department of Transportation for the Lowest Stemmons corridor. Air quality funding opportunities for vehicles were provided in Electronic Item 3.1, and information regarding new motor vehicle emissions budgets for future transportation conformity analysis was provided in Electronic Item 3.2. Details regarding additional vehicles now eligible in the AirCheckTexas Repair and Replacement program were provided in Electronic Item 3.3. Mr. Morris noted the federal government has announced the next round of funding through the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies Grant Program. The deadline for applications is December 15, 2016. Staff will present proposed projects for action at the December 8 RTC meeting. A November public meeting notice was provided in Electronic Item 3.4. Dan Lamers noted the Mobility 2040 Executive Summary was distributed at the meeting. Additional copies are available to members upon request. Mr. Morris discussed the recent Shared Mobility Summit attended by North Central Texas Council of Governments (NCTCOG) staff, and discussed the upcoming Mobility Summit on December 1-2 in Austin. Staff is available to provide additional details to members upon request. He congratulated Denton County and the Texas Department of Transportation on the Transportation Infrastructure Finance and Innovation Act loan for IH 35E. The Regional Toll Revenue funds from Denton County have been paying for the project until the loan was finalized. He also congratulated the Fort Worth Transportation Authority for its successful full funding grant agreement for the TEX Rail project. Scott Mahaffey, Chairman, Fort Worth Transportation Authority, thanked the RTC for its support of the TEX Rail project. Mr. Morris noted a Multimodal/Intermodal/High-Speed Rail/Freight Subcommittee meeting has been approved by RTC Chair Ron Jensen for December 8, prior to the RTC meeting. Electronic Item 3.5 lists nine parallel activities related to high-speed rail between Dallas and Fort Worth. Recent correspondence was provided in Electronic Item 3.5, recent news articles in Electronic Item 3.8, and recent press releases in Electronic Item 3.8. Transportation partners progress reports were distributed at the meeting.

4. **Regional Transportation Council Legislative Program:** Amanda Wilson highlighted the draft Regional Transportation Council (RTC) Legislative Program for the 85th Texas Legislature, provided in Reference Item 4.1. She noted no comments or questions were received regarding the draft legislative program as presented in October, and no changes have been made. The draft RTC Legislative Program is divided into three sections in an effort to streamline the program and is more general to allow the RTC flexibility in responding to legislation that may be introduced. The first section is to recognize and continue progress made towards improving transportation and air quality during recent legislative sessions. The second section is to invest in further progress towards meeting transportation and air quality needs such as the continued use of tools, additional transportation revenue, and the continued focus on the AirCheckTexas and Texas Emission Reductions Plan programs that support air quality. Ms. Wilson referenced the IH 635E public-private partnership noted in the presentation. As the region moves through implementation of the 10-Year Plan being discussed later in the agenda, there could possibly be other projects considered for public-private partnerships as noted in Reference Item 4.1. The third section is to provide support for other topics to be addressed in legislation. This section is broad to allow RTC flexibility to support concepts that are included in Mobility 2040 such as improving air quality, increasing safety, reducing congestion, planning for all modes of transportation, utilizing innovative technology,

supporting land use/transportation connections (including compatible developments around military installations and general aviation facilities), maintaining operations and management of the system, transportation data sharing, and shared mobility solutions. Ms. Wilson added that bills will begin being introduced in the coming week, and staff will evaluate the legislation based on the RTC Legislative Program. Jungus Jordan, Chair of the RTC Legislation and Finance Partnership Subcommittee, thanked staff for its work on the RTC Legislative Program. Details of the program were provided in Electronic Item 4.2. A motion was made to approve the Regional Transportation Council Legislative Program for the 85th Texas Legislature, provided in Reference Item 4.1. Jungus Jordan (M); Bernice J. Washington (S). The motion passed unanimously.

5. **Unified Transportation Program Rulemaking Comments:** Michael Morris highlighted correspondence to the Texas Department of Transportation (TxDOT) regarding comments on the proposed amendments to the Texas Administrative Code concerning transportation programs and funding. Overall, the comments support the proposed changes required by House Bill 20 made to the TxDOT planning and programming processes that will be used to prioritize and finance transportation projects. Specifically, Mr. Morris noted the second comment that applauds the State for making budget minimums for Proposition 1 and Proposition 7. Funding allocations in Item 6 assume the funds allocated to the region for Proposition 1 and Proposition 7 will move forward. Mr. Morris noted that comments were straightforward and distributed to members at the meeting in Reference Item 5. A motion was made to approve correspondence submitting comments on the Texas Department of Transportation proposed amendments to the Texas Administrative Code concerning transportation programs and funding, provided in Reference Item 5. Kathryn Wilemon (M); B. Glen Whitley (S). The motion passed unanimously.
6. **Regional 10-Year Plan and Next 10 Years of Projects: Draft Listing:** Michael Morris presented the proposed regional priorities covering FY2017-FY2026, as the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement. He noted that the funding discussed are new funds. Previously funded projects, such as the Southern Gateway, are not included in this initiative. The region is thankful to the Texas Transportation Commission (TTC) for formula funds in each of the three funding categories, and to the Legislature and the public for the new revenues that were approved through constitutional amendments. Efforts add evidence that urban congestion is not fully addressed and opens up the question on State allocations, the need for innovative funding tools, and the need for additional revenues in the next Legislative Session. Funding categories for project selection include Category 2 (Urban Mobility Corridors) selected by the Regional Transportation Council (RTC), Category 4 (Statewide Connectivity) selected by the Texas Department of Transportation (TxDOT) districts, and Category 12 (Commission Strategic Priority) selected by the TTC. Although the Regional Transportation Council (RTC) is not selecting projects in Category 12, projects are being proposed. If the TTC chooses not to select the projects, the RTC may wish to fund the projects through Category 2. North Central Texas Council of Governments and TxDOT staffs have worked as an integrated, seamless team to determine the best projects. Projects have been evaluated in three paths: 1) previously unfunded commitments or existing facilities under construction needing next phase funding, 2) new freeway projects, and 3) new on-system arterial projects. He highlighted a speed thermal map and noted that each project has been reviewed for congestion. Mr. Morris also discussed the east/west equity in the region. Currently, the eastern subregion is over allocated and owes the western subregion approximately \$106 million-\$109 million. Staff proposes that the equity share be balanced closer to the preferred distribution during this effort by moving \$100 million to the west. A total of

approximately \$3.42 billion is available in Category 2, approximately \$1.53 billion in Category 4, and approximately \$2.03 billion in Category 12. He noted that these totals assume the legislative minimums are met for allocation of Proposition 1 and Proposition 7. As part of the discussion regarding how much money should be allocated to the urban part of the State versus other areas, TxDOT Commissioner Victor Vandergriff has said performance measures will be used to drive funding allocations. To demonstrate this and provide targets, staff used out-year performance measures to determine the 2040 forecasted total congestion delay by county. He clarified the amounts are not suballocations. Proposed allocations do not meet the targets exactly, but the targets give the RTC the orders of magnitude by county. Reference Item 6.3, distributed at the meeting, contains the data used for the programming target. Mr. Morris also provided a project selection summary. For example, the IH 635E Interchange at IH 30 is not being replaced due to the \$300 million cost that does not seem affordable at this time. In addition, improvements may be proposed on IH 30 through the City Map process. Time is needed to sort out what IH 30 should look like under the IH 635 Interchange. Denton County will benefit from the IH 35E improvements in Dallas County. Collin County's funding allocations are higher than Denton County's due to the magnitude of congestion that is anticipated in the County. Previously unfunded commitments or existing facilities under construction received priority. IH 35E in Dallas County, north of IH 635 to the Denton County line will receive significant funding, detailed in Reference Item 6.4 (distributed at the meeting). This is the second proposed comprehensive development agreement (CDA) to help seamlessly implement the project. In addition, a CDA will be needed on IH 635 from US 75 to Royal/Miller. A total of \$50 million in RTC funds will be allocated to the project to leverage the total cost of the section. TxDOT is currently reviewing traffic and revenue estimates in the corridor. This is an example of a project that if fully funded, would use one-third of the funds to be allocated to the Dallas District. A Category 12 contingency for \$300 million is being held in the eastern subregion. Since these funds are for 10 years, it is difficult to predict what will be a future priority. The President-elect wishes to build more infrastructure, and if that happens there may be a future federal funding source. Staff would then present options to the RTC for spending the contingency. There is no contingency in the west. He noted the City of Dallas is slightly under-funded. Staff is working on a proposal for the RTC to partner with the City of Dallas on an upcoming bond program. For Hunt County, allocations are under review to ensure that the mechanics of how funding was generated for Hunt County is not causing underfunding in the Dallas District. He noted that the projects are balanced between Category 2, Category 4, and Category 12 and are approximate target totals. Estimated year of construction must still be determined. He reminded members that these are new funds for construction. Right-of-way and engineering funds are coming from other sources that TxDOT is managing. The next step is to finalize project listings, including comments from public involvement efforts and from the RTC and STTC. RTC action will be requested at its December 8, 2016, meeting. Mr. Morris shared initial discussions regarding IH 35E north of IH 635, and why staff is proposing an innovative funding partnership on the IH 35E project. Details were distributed at the meeting in Reference Item 6.4. In Phase 1, significant funding was placed on IH 35E in Denton County. A 35-year Transportation Infrastructure Finance and Innovation Act (TIFIA) loan was established for \$285 million. The revenue from the managed lanes in Denton County repay the loan. There was originally no funding on IH 35E in Dallas County. There is a significant lane imbalance as you leave Denton and travel to IH 635E. IH 35E managed lane revenue did not exist in Dallas County at the time because the section in Dallas County was not proposed to be built. The connection within the IH 635 Interchange will generate revenue and the revenue has not been allocated to any projects. A CDA was not requested along the corridor and a \$300 million contingency was not available at the time. Phase 2 is a proposed draft to

implement IH 35E north of IH 635. Approximately \$314 million is proposed for IH 35E in Denton County through this 10-year planning effort. Revenue on the managed lanes in Denton County will repay the TIFIA loan. There may be monies available after the payment that could be used to help fund more of the IH 35E project. IH 35E in Dallas County is being funded from IH 635E to the Denton County line with a proposed \$295 million in Dallas County funds. The revenue that is collected on the TxDOT managed lanes in Dallas County from the new facilities is not being allocated, so the revenue could potentially go back into the project or other projects if approved by the RTC. There is a potential CDA along the entire corridor in which the revenue stream may be available to fund more of the IH 35E project, in addition to the \$300 million contingency to be used to help build what is a national transportation corridor that may receive a lot of attention in the statewide connectivity program. Brian Barth noted the process went well. The goal was to select the right projects for the right category. Kelly Selman noted TxDOT recognizes there is more need than funds available. TxDOT plans to continue the planning of projects even though they do not appear on the 10-year list so that they will be environmentally cleared and ready to proceed. Monica R. Alonzo thanked staff for funding on IH 35E, IH 635, Loop 12, and IH 30. Brian Loughmiller thanked staff for the focus on portions of Collin County. On behalf of some of the cities he represents, he mentioned the importance of the extension of the Sam Rayburn Tollway from Spur 399 to US 380 as a future project. Bernice J. Washington noted the President-elect has expressed interest in infrastructure. If received, she asked if the region would have enough projects ready for implementation. Mr. Morris noted many projects are ready for implementation and would be available if additional funding were to be identified. Duncan Webb noted the proposed allocations were a positive first step for the needs in Collin County. Maher Maso also provided comments on behalf of cities he represents. From Collin County, FM 1461 from SH 289 east to CR 123 was requested to be added. From Denton County, FM 1385 from US 380 north was also requested to be added. He also noted US 380 from US 377 to CR 26 is listed but entities would like to ensure the funding reflects the grade-separated intersections at FM 423, Teel Parkway, and Legacy Drive. Details will be provided to staff by email. Mr. Morris requested that comments be provided to him by email and he would forward to the TxDOT districts. Greg Noschese expressed concern over the elimination of the Interchange at IH 635 and IH 30 from the 10-year plan. He noted the project is an important priority and that the proposed projects seem to undermine the improvements that will be made along IH 635. He noted he would share his additional comments with staff. Mr. Morris requested the City of Mesquite meet with staff to clarify its position and priorities regarding the interchange. Kathryn Wilemon noted the City of Arlington appreciates IH 820, US 287, and IH 20 and discussed the importance of the projects.

7. **Waze/Request for Partner Data-Sharing Agreement:** Tom Bamonte presented information about transportation data sharing within the region and the Waze Connected Citizens Program (CCP). Transportation data is what drives the route navigation services used by citizens in the region, and will increasingly drive how vehicles move through the region. Data sources include traffic management centers, travel navigation services, vehicles, and motorists who are reporting real-time traffic information. Historically, traffic information is shared through the traffic management centers and citizens can call and report incidents. More recently, research shows that more incidents are being reported through applications such as Waze than through the traditional 911 source. In addition, as vehicle technology develops so does the data coming from vehicles. The goal of a data-sharing initiative is for traffic management centers to have direct access to the data being generated by citizens and vehicles and for travel navigation services to provide the most accurate, real-time roadway route recommendations. The more data the region has and can

share, the better prepared the region is for the deployment of the next generation of vehicles and for travel navigation services to optimize travel in the region. One available data sharing platform is the CCP hosted by Waze. The CCP was established approximately two years ago and has attracted more than 100 cities, departments of transportation, metropolitan planning organizations, and private-sector participants. The Waze app allows motorists to report traffic congestion, vehicles stopped on roadways, construction, and other incidents. In a CCP, a region shares information such as planned road closures, special events, and unusual incidents that have major traffic impacts with Waze. In return, Waze shares its real-time data like crashes, stopped vehicles, objects on the road, and traffic congestion. The CCP also gives the region the ability to access the Waze map and add information such as special events that would require road closures in real time. Data sharing via the CCP can be accomplished through the foresight of the region's 511DFW system, which has a built-in data portal that can be used to share the region's information with Waze and in return receive data from Waze to share with regional partners. Staff proposes to issue a Request for Partners to explore similar opportunities with other parties interested in working with the region on sharing useful transportation-related data using the 511DFW data portal. Staff will then work with regional partners to optimize transportation data sharing to improve the efficiency and safety of the region's system.

8. **End of Ozone Season:** Chris Klaus provided a summary of the 2016 ozone season for the Dallas-Fort Worth region, which ended October 31, 2016. A graph showing the exceedance days experienced in the region was highlighted. In 2016, the region experienced 18 exceedance days of the new 70 parts per billion (ppb). This is the best ozone season in comparison to all previously documented seasons. The design values for the region were also highlighted. The Environmental Protection Agency establishes the design value as the fourth highest reading of a monitor over a three-year period. Denton Airport South continues to be the driving monitor at 80 ppb. However, a large portion of the monitors in the region are at or slightly above the 70 ppb standard. The region's historical trend of the design value is at the lowest point since staff began tracking the nonattainment status, which is a testament that progress is being made. Mr. Klaus noted staff has also compared the region's historical design values to demographic data. Analysis shows that while population and vehicle miles travel are trending upward, nitrogen oxide (NO_x) and volatile organic compounds (VOC) are trending downward. Transportation emissions are approximately 50 percent of the overall contribution of ozone formation. Even though the region is growing, data is evident to the fact that vehicle fleet turn over, new vehicles, funding programs, retrofitting, replacing, in addition to the new vehicle emission standards continue to help the design values decrease the region. Staff also compared historical design values to potential meteorological influences such as temperature and precipitation to determine if there may be any related impacts on the design values. Staff will continue to monitor and determine additional, focused efforts to implement such as the consideration of meteorological and incoming background levels considered on a daily or site specific bases in order to develop dynamic, targeted control strategies to lower emissions and meet attainment.
9. **Aviation Application:** Natalie Bettger provided an overview of the aviation gamification app. In 2009, the North Central Texas Council of Governments (NCTCOG) and regional aviation partners initiated the North Texas Aviation Education initiative, which identified the need to create and sustain aviation and aerospace careers in the Dallas-Fort Worth region. An aviation website was developed that focuses mainly on three areas: 1) engaging youth in pursuing aviation and aerospace careers, 2) showcasing aviation and aerospace industry in the North Texas area, and 3) connecting students to aviation programs in schools and

career options in North Texas. To continue this effort, staff worked with the DFW Aerospace Consortium, the University of Texas at Arlington, Airbus Helicopter, Bell Helicopter, and Lockheed Martin who also provided funding to develop an app, FLYBY DFW, to generate interest in aerospace and aviation careers for high school and middle school students. The free app features six different aircraft modeled after local aerospace companies, including one aircraft character that was designed through a summer program for high school students at the University of Texas at Arlington. In addition, students from local independent school districts participated in testing of the app and were asked to provide feedback. As part of the education component, the app includes aerospace and aviation trivia questions for players to answer and collect additional points. An online stat board is available on the NCTCOG aviation website, www.NCTaviationcareers.com, to encourage users to access the site and learn more about aviation. A card including FLYBY DFW app information was distributed to members at the meeting.

10. **Progress Reports:** Regional Transportation Council attendance was provided in Reference Item 10.1, Surface Transportation Technical Committee meeting attendance and minutes in Electronic Item 10.2, and the current Local Motion in Electronic Item 10.3.
11. **Other Business (Old or New):** There was no discussion on this item.
12. **Future Agenda Items:** There was no discussion on this item.
13. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, December 8, 2016, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:20 pm.



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Reduce traffic congestion in your area

Reroute Waze users around road closures and incidents in real time

Make data-driven infrastructure decisions

Gain insights into locations with frequent congestion or hazards to drive smarter urban planning



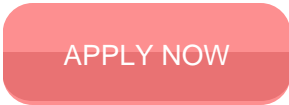
Take part in the smart solution

Join mobility leaders from around the world to discuss case studies and exchange ideas via in-person summits and an online forum.

The Waze map evolves with every driver and data point added. CCP yields more data, giving Wazers a greater ability to circumvent road closures and traffic jams.

JOIN OUR GLOBAL PARTNERS

Rio de Janeiro, Los Angeles, Tel Aviv, Boston, Jakarta,
Florida, Washington D.C., Barcelona, Kentucky,
Sydney, Budapest, Latvia, San Jose, Mexico City and
many more!



Fact Sheet

[Overview of program](#)

Case Studies

[Examples of program impact](#)

FAQ

- ☐ **How can Waze data benefit my organization?**
- ☐ **Why should my organization share information with Waze?**
- ☐ **How are Connected Citizens partners chosen?**
- ☐ **Why did Waze create the Connected Citizens Program?**
- ☐ **What are the criteria to be eligible for membership in the CCP?**
- ☐ **What type of data does Waze share with Connected Citizens partners?**
- ☐ **What are the resources available to Connected Citizens partners?**

- ☐ **What are the goals of the program?**
- ☐ **What kind of data do partners share with Waze?**
- ☐ **How does Waze protect users' privacy?**
- ☐ **We want to share data with Waze. What format do we need to use?**

Waze Connected Citizens Program & 511DFW Data Sharing Portal

**Regional Transportation Council
December 8, 2016**



**Thomas Bamonte
North Central Texas Council of Governments**

Overview

Transportation Data Today

Waze Connected Citizens Program

Next Steps

Transportation Data Sources

Traffic Management Centers



Transportation Data Sources

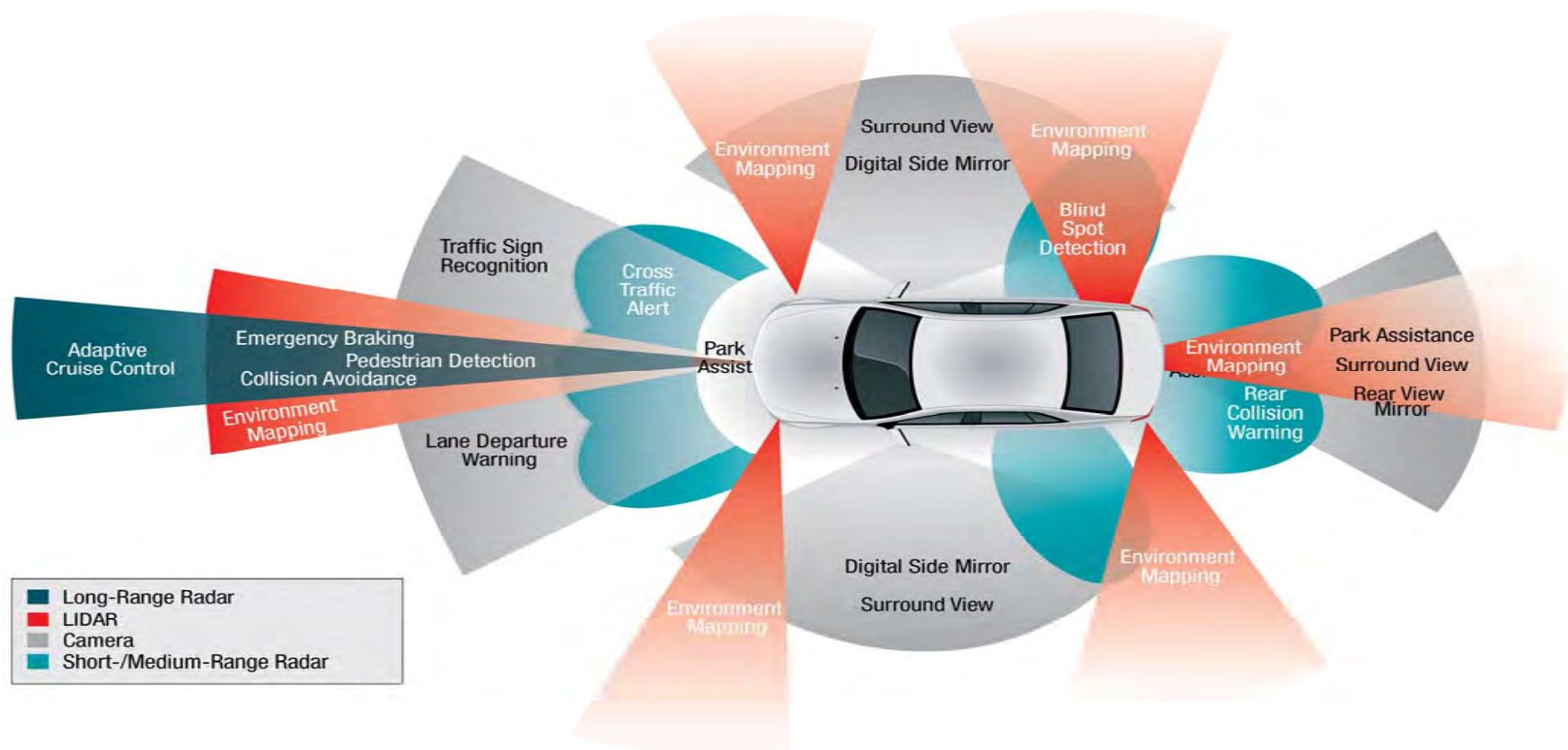
Travel Navigation Services

Google maps



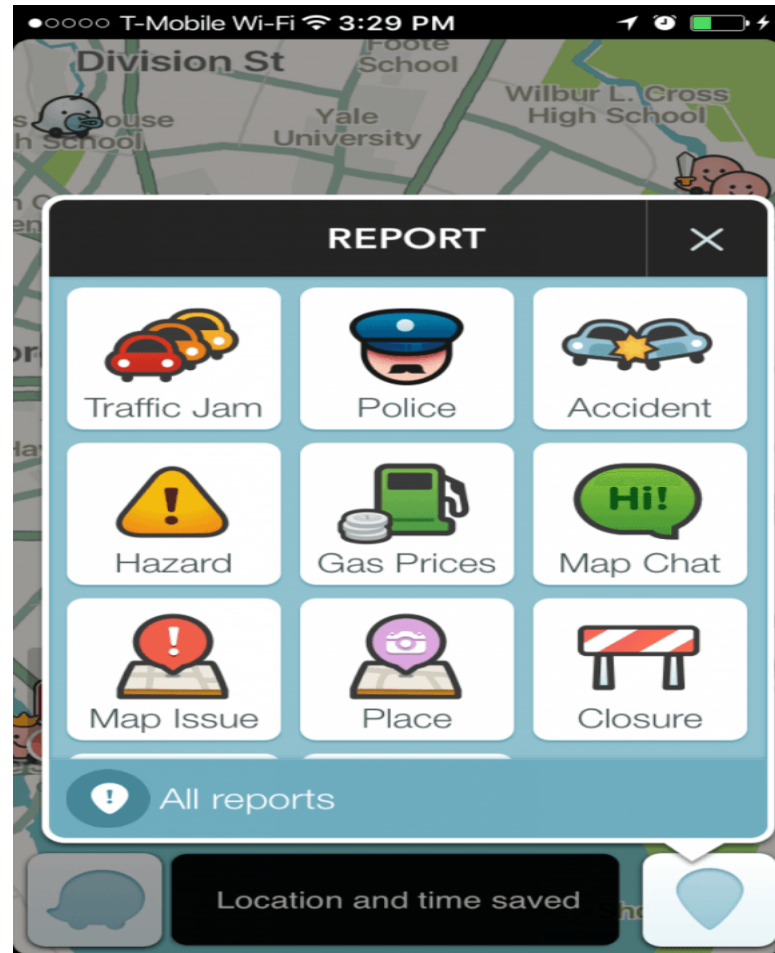
Transportation Data Sources

Vehicles

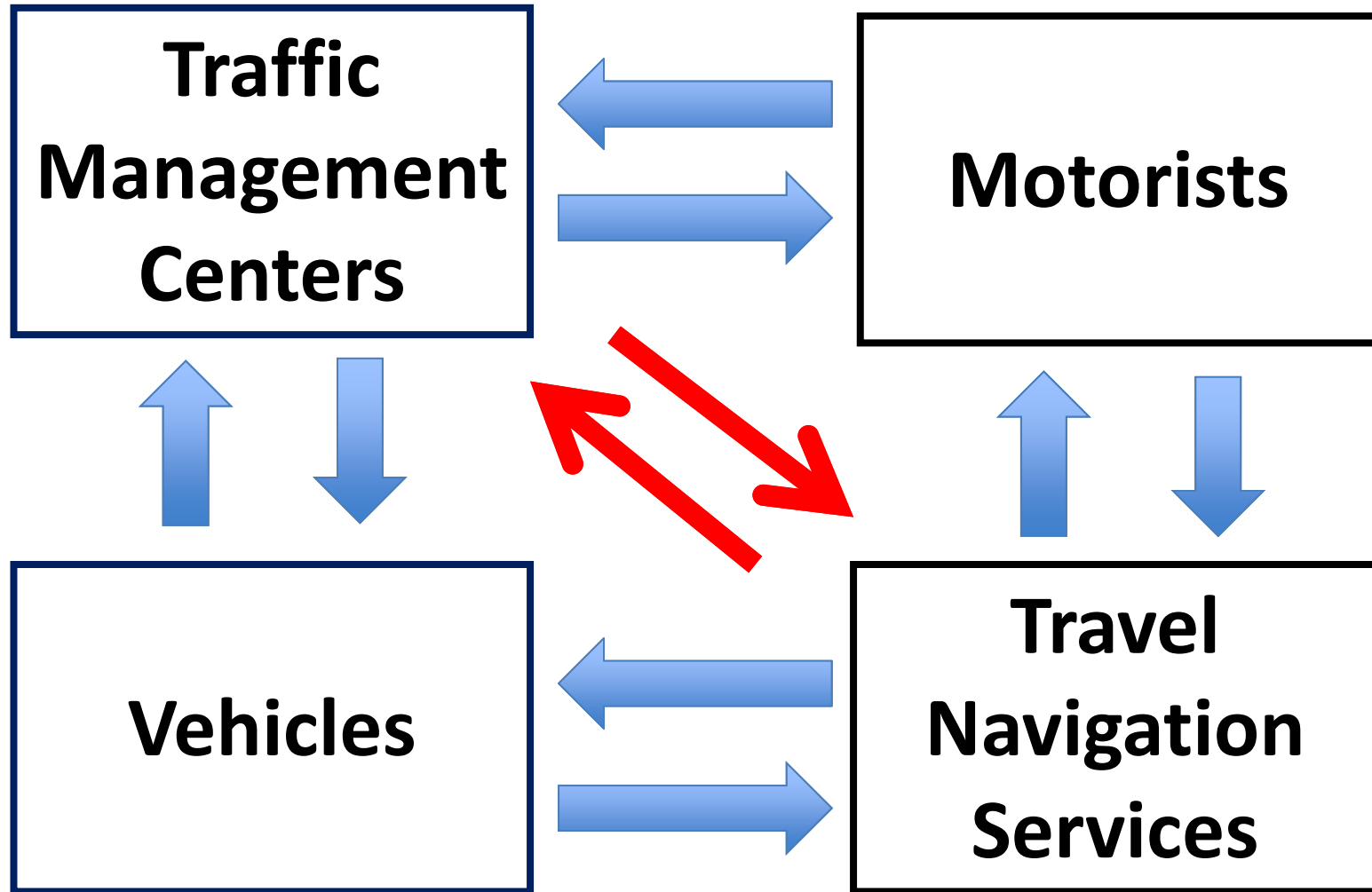


Transportation Data Sources

Motorists



Transportation Data Sources



One Example: Connected Citizens Program

Hosted by Waze

Established two years ago

100+ City, DOT, MPO,
private-sector participants

International scope

No cost to participate



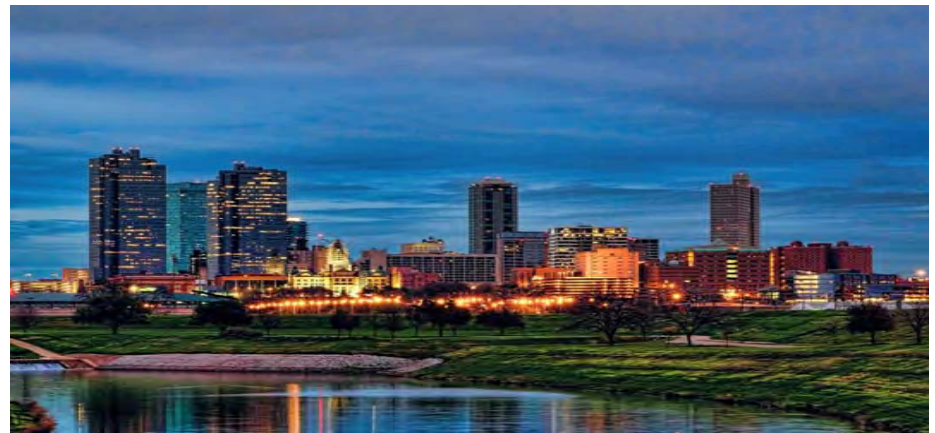
Region Shares Information

Planned road closures

Special events

Unusual incidents that have major impacts

- **Severe crashes with lane closures**
- **Weather-related closures**
- **Public emergencies**



Waze Shares Information

Roadway incidents

- Crashes
- Stopped vehicles
- Objects on road

Traffic congestion

- Reported
- Derived



Waze Map Editing Tools

Grab File Edit Capture Window Help

Waze Major Traffic Events

https://www.waze.com/events/lions-vs-rams-2016-10-16

Thomas

waze LIVE MAP MAJOR EVENTS SUPPORT BLOG ABOUT Login

< Back

Lions vs. Rams

Detroit, Michigan, United States, Oct 16, 2016

Beacon St	06:00-10:00
Beaubien St	06:00-10:00
Brush St	06:00-10:00
E Adams St	06:00-10:00
Saint Antoine St	10:00-12:00
Beacon St	10:01-12:00
Beaubien St	10:01-12:00
Brush St	10:01-12:00
E Adams St	10:01-12:00
Beacon St	12:01-17:30
Beaubien St	12:01-17:30
Brush St	12:01-17:30


Tell Waze about upcoming events

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511DFW: Region's Data Share Portal

The screenshot displays the 511DFW website interface. At the top left is the 511DFW logo. To its right, a weather widget shows 89° and Partly Cloudy. Further right are links for ABOUT | CONTACT | FAQ | FEEDBACK and a Like 38 button. Below these is a location indicator: Hi, you're in Dallas. | Sign In. A navigation bar contains buttons for Select Your Region, Transit Trip Planner, My511, Traffic and Transit Conditions, and Travel Links. Below the navigation bar is an ALERTS section stating: There are no service alerts at this time. The main content area features a map of the Dallas-Fort Worth region. Above the map is a toolbar with options: Save Map, Display Map, Clear Map, Show on Map: Active, Set Map on Refresh Rate: 5 minutes, and Go To: Dallas. Below the toolbar is a row of 14 icons representing different services: Traffic Incidents, Traffic Construction, Transit Incidents, Transit Construction, Special Events, Traffic Speeds, HOV Speeds, Weather Alerts, Weather Forecast, Radar Overlay, Rail, Bus Stops, Message Signs, Traffic Cameras, and Parking Info. The map itself shows major highways (I-30, I-35, I-45, I-635, I-75, I-80, I-10, I-20, I-275, I-375, I-405, I-410, I-420, I-430, I-440, I-450, I-460, I-470, I-480, I-490, I-500, I-510, I-520, I-530, I-540, I-550, I-560, I-570, I-580, I-590, I-600, I-610, I-620, I-630, I-640, I-650, I-660, I-670, I-680, I-690, I-700, I-710, I-720, I-730, I-740, I-750, I-760, I-770, I-780, I-790, I-800, I-810, I-820, I-830, I-840, I-850, I-860, I-870, I-880, I-890, I-900, I-910, I-920, I-930, I-940, I-950, I-960, I-970, I-980, I-990, I-1000, I-1010, I-1020, I-1030, I-1040, I-1050, I-1060, I-1070, I-1080, I-1090, I-1100, I-1110, I-1120, I-1130, I-1140, I-1150, I-1160, I-1170, I-1180, I-1190, I-1200, I-1210, I-1220, I-1230, I-1240, I-1250, I-1260, I-1270, I-1280, I-1290, I-1300, I-1310, I-1320, I-1330, I-1340, I-1350, I-1360, I-1370, I-1380, I-1390, I-1400, I-1410, I-1420, I-1430, I-1440, I-1450, I-1460, I-1470, I-1480, I-1490, I-1500, I-1510, I-1520, I-1530, I-1540, I-1550, I-1560, I-1570, I-1580, I-1590, 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511DFW: Region's Data Share Portal



BEGIN YOUR TRIP HERE.

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Select Your RegionTransit Trip PlannerMy511Traffic and Transit ConditionsTravel Links

ALERTS: There are no service alerts at this time.

The 511DFW data feeds contain 'real-time' traffic and transit event information provided by 511dfw.org and DART.

- The data feed includes all active transit incidents, construction projects, and special events in the DART coverage area, which also show on the 511DFW.org traffic and transit map.
- The feed consolidates all publicly available 511DFW Information in a single point of access.
- The data feed is accessed through a web connection and is available in XML format. The feed is updated as individual events become active or updated. Events are also removed from the feed as they expire.
 - Register to access the 511DFW Data Feed
 - Access the 511DFW Data Feed
 - View the 511DFW Data Feed Documentation
 - View the 511DFW Data Feed Terms of Use

Recommendation

Issue Request for Partners to allow parties to propose transportation data sharing partnerships using 511DFW data portal or other means

Enter into an existing data sharing partnership program, the Connected Citizens Program with Waze

Work with regional partners to optimize transportation data sharing to improve the efficiency and safety of region's highway system

Contact Information

Thomas J. Bamonte, Program Manager

tbamonte@nctcog.org

817-704-5604

Twitter: [@TomBamonte](https://twitter.com/TomBamonte)



**REGIONAL TRANSPORTATION COUNCIL
2017 SCHEDULE OF MEETINGS
(Second Thursday, 1:00 pm)**

January 12, 2017

February 9, 2017

March 9, 2017

April 13, 2017

May 11, 2017

June 8, 2017

July 13, 2017

August 10, 2017

September 14, 2017


October 12, 2017

November 9, 2017¹

December 14, 2017

Dates are subject to change.

¹ The 2017 National League of Cities City Summit (formerly the Congress of Cities) is scheduled for November 15-18, 2017.

 **NCTCOG**
North Central Texas Council of Governments

GO

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transportation

[Air Quality Home](#)

[Air Quality Programs](#)

[Air Quality Committees](#)

[Air Quality Policy and Regulations](#)

[Car Care Clinics 2016](#)

[Clean Vehicle Information](#)

[Major Air Pollutants](#)

[Funding Opportunities](#)

[Ozone Information](#)

[State Implementation Plan \(SIP\)](#)

[Transportation Conformity](#)

[Transportation Home](#)

Air Quality Funding Opportunities for Vehicles

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

Air Quality Funding Home

Other Air Quality Funding Opportunities

Sign-Up for Email Updates

Current Vehicle Grant Funding Opportunities

Home > Transportation > Air Quality > Clean Vehicles

[Print this page](#)

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Click the links below for a program description and relevant dates and details.	Eligible Focus Areas									Eligible Applicant Type
	Heavy-Duty Vehicles						Light-Duty Vehicles			
	Buses	Oil and Gas Vehicles/Equipment	Long Haul Trucks	Dump Trucks	Idle-Reduction Technology	Other	Passenger Vehicles	Taxis	Idle-Reduction Technology	
AirCheckTexas Drive a Clean Machine Program							X			General Public
Drayage Loan Program Deadline: First Come, First Served		X				X				Private Sector
NEW! Drayage Truck Incentive Program (DTIP) Deadline: May 26, 2017, 5 pm CST						X				Public Sector, Private Sector, General Public
NEW! Emissions Reduction Incentive Grant (ERIG) Deadline: January 10, 2017, 5 pm CST	X	X	X	X	X	X				Public Sector, 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
DEADLINE EXTENDED! Texas Clean School Bus Program Deadline: December 15, 2016, 5 pm CST	X									Public School Districts, Charter Schools
Texas Natural Gas Vehicle Grant Program (TNGVGP) Deadline: May 26, 2017, 5 pm CST	X	X	X	X		X				Public Sector, Private Sector

[NCTCOG Funding Opportunity Archive](#)

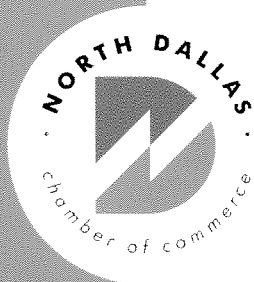
If you have any questions on upcoming funding opportunities, please e-mail AQgrants@nctcog.org.

11/2/2016 11/2/2016 BM/MG

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



Bruce R. Bradford
President & CEO
214.368.6486
bbradford@ndcc.org

November 1, 2016

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

Dear Michael:

Many thanks for once again joining us at the North Dallas Chamber Transportation Crossroads Conference. We're honored to host such a distinguished lineup of speakers, and we're grateful to you for sharing both your time and expertise with us.

Sincerely,

A handwritten signature in black ink, appearing to read 'Bruce', is written over the word 'Sincerely,'.

Bruce R. Bradford

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NOV 04 2016

TRANSPORTATION



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

November 10, 2016

Rule Comments, General Counsel Division
Texas Department of Transportation
125 East 11th Street
Arlington, TX 78701-2483

Subject: Transportation Project Rules

To Whom It May Concern:

On behalf of the Regional Transportation Council (RTC), the policy body for the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) Area, I would like to submit comments regarding the Texas Department of Transportation (TxDOT) proposed amendments to §§16.105, 16.152-15.154 and 16.160 concerning transportation programs and funding, as published in the October 14, 2016, Texas Register.

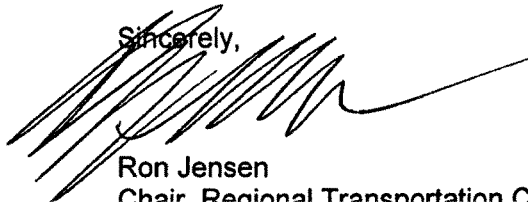
Overall, the RTC and the North Central Texas Council of Governments (NCTCOG) support the proposed changes required by House Bill 20 (84R) made to the TxDOT planning and programming processes that will be used to prioritize and finance transportation projects and respectfully offers the following comments:

1. §16.105 states TxDOT will develop a Unified Transportation Program (UTP) to guide the development and authorize construction and maintenance of transportation projects. Among other requirements, the UTP must include a list of all projects and programs that TxDOT intends to develop or initiate construction or maintenance during the UTP period. The RTC recommends the UTP instead focus on performance measures and revenues, rather than a list of projects. Where law permits, the UTP should aggregate some projects (e.g., maintenance) to a program total and take advantage of project lists that already exist in Transportation Improvement Programs.
2. §16.105(b) specifies that the UTP will be financially constrained for planning and development purposes based on the planning cash flow forecast. The RTC supports the use of planning cash flow forecast for this purpose as it allows regions more flexibility in developing large, more significant projects.
3. §16.105(b) removes reference that the UTP will be organized by funding category. It is important to MPOs and TxDOT Districts across the state to know funding levels expected in each category to assist with planning efforts. While this is being removed directly from the UTP, a funding allocation should be made through the new planning cash flow forecast in §16.152.

4. §16.105(d) related to "Project Selection" requires that TxDOT "consider performance metrics and measures" and use a "performance-based scoring system" to evaluate and rank the priority of projects within a particular funding category. The RTC supports the use of performance measures and scoring criteria and recommends that the Commission identify the specific performance metrics and scoring criteria to be used not only to prioritize projects in each funding category, but also for the initial project selection as well.
5. §16.105(e) further defines "major changes" to the UTP, which will require public involvement. The language related to Category 4 and Category 12 is unclear whether projects in those categories will require public involvement, as the proposed wording states that "all revisions to projects funded in those categories must be first included in an update to the UTP approved by the commission." In addition, as written it appears that no changes, even administrative amendments, could be made to projects in Category 4 and 12. The RTC recommends that TxDOT consider whether such a rule could have unintended consequences for project implementation.
6. §16.153(c) states that "the commission will use a performance-based process to determine...the amount of funds to be allocated to each program funding category," but the process and criteria are not outlined in the proposed regulations. It will be important to outline these items moving forward so MPOs and TxDOT districts are able to participate in determining allocation criteria that could impact categories in which they have project selection authority. This becomes increasingly important in combination with §16.160 changes where funding allocation changes can be made based on consideration of performance results without the performance targets/measurement criteria being defined in advance.

Thank you for the opportunity to provide comments on the proposed language concerning the transportation project rules. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ron Jensen', with a long horizontal flourish extending to the right.

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

RH:ch

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



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

November 11, 2016

Rule Comments, General Counsel Division
Texas Department of Transportation
125 East 11th Street
Arlington, TX 78701-2483

Subject: Transportation Alternatives Set-Aside Program

To Whom It May Concern:

On behalf of the Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) Area, we would like to submit comments regarding the Texas Department of Transportation's (TxDOT) proposed new §§11.400-11.418 concerning the Transportation Alternatives (TA) Set-Aside program published in the October 14, 2016, Texas Register.

The RTC and NCTCOG support the provisions in the Fixing America's Surface Transportation Act that establishes the TA Set-Aside program as part of the Surface Transportation Block Grant Program, but recommends consideration of a change to the language in §11.403, Project Selection and Implementation by MPOs. Some clarification is requested as well.

New §11.403 states that projects, or substantially similar projects, submitted to a program call administered by the MPO are not eligible to be submitted under a program call administered by TxDOT. The RTC and NCTCOG propose for a project sponsor to be allowed the same, or substantially similar project to be submitted to both the MPO and TxDOT program call, with the understanding only one program call, either the MPO or TxDOT, could ultimately provide funding for the project. This would help provide a community with every funding opportunity available to them and not be forced to assume which call they may have a better chance to win.

In addition, the RTC and NCTCOG request clarification on Subsection (f) under §11.403 Project Selection and Implementation by MPOs, which states the MPO shall conduct project implementation in accordance with all applicable federal and state laws and regulations. We would like to request clarification on which project implementation obligations are the responsibility of the MPO and which are the responsibility of TxDOT.

Thank you for the opportunity to provide comments on the proposed language concerning the TA Set-Aside Program. If you have any questions, feel free to contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris". The signature is fluid and cursive, with the first and last names clearly distinguishable.

Michael Morris, P.E.
Director of Transportation

RH:ch



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

November 18, 2016

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


Dear Mr. Morris:

Dallas Area Rapid Transit requests that the North Central Texas Council of Governments (NCTCOG) assign title to DART for the ten (10) 17 passenger buses most recently used to support elderly and disabled demand responsive service in Collin County. These vehicles will be used by DART to provide service within the DART service area to accelerate service implementation while procurements are completed for buses identified in DART's request for \$4 million in NCTCOG funding for buses and other bus equipment. While these vehicles may be used across the DART service area, at least six will be used to accelerate service to areas within South Oak Cliff and Pleasant Grove.

Vehicles	Purpose
2 Vehicles	New Pleasant Grove On Call Zones
2 vehicles	Inland Port UNT On Call Service including Amazon and another zone in Oak Cliff
1 vehicle	UTD Overload vehicle until the new buses can be purchased
5 vehicles	Fixed Route Frequency Enhancement in Southern Sector
10 vehicles	Total

I want to thank you for considering this approach to accelerate critically important services. If you have questions on the use of the vehicles, please feel free to have your staff contact Todd Plesko, Vice President for Planning and Development at 214-749-2750.

Sincerely,



Gary C. Thomas
President/Executive Director

c: Timothy H. McKay
David Leininger

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NOV 22 2016

TRANSPORTATION

Trinity Railway Express adding peak, late-night routes to DFW service

BY GORDON DICKSON gdickson@star-telegram.com

Jeff Makie boards the Trinity Railway Express with his bicycle at the CentrePort Station in 2015. Commuter rail service is expanding to give riders more options.

Trinity Railway Express is expanding its commuter routes between Fort Worth and Dallas in an effort to provide more regular service during peak periods and also to offer riders more late-night options.

“These enhancements to TRE service are designed to meet the needs of our customers while giving them more options for maximum convenience,” said Paul Ballard, president of the Fort Worth Transportation Authority. The authority co-owns TRE along with Dallas Area Rapid Transit.

“Customers have been asking for these improvements, and we are pleased to put them in place,” DART President Gary Thomas said in an email. “More convenient schedules benefit our current riders and we believe will help us attract new ones.”

Riders can now expect trains to run about every 30 minutes during peak periods, and about every hour during mid-days, evenings and Saturdays.

Also, Saturday service begins three hours earlier than in the previous schedule.

Gordon Dickson: 817-390-7796, [@gdickson](https://twitter.com/gdickson)

For DART board, the billion-dollar question

Panel expected to decide on downtown underground plan or suburbs' Cotton Belt demand

By JULIETA CHIQUILLO
Staff Writer jchiquillo@dallasnews.com

The cities have drawn their lines in the sand. Dallas wants a second downtown rail line that would run underground, while a group of northern suburbs are demanding a 26-mile rail corridor that would connect them to DFW International Airport.

The problem: Each project costs more than \$1 billion, and there isn't money for both.

On Tuesday, the board of Dallas Area Rapid Transit is expected to decide which one gets priority.

DART's top brass has recommended doing both at the same time. But the long-range financial plan endorsed by staff leaves the subway dependent on \$650 million in federal grant money that may not come through. The agency would take out debt to pay for the proposed Cotton Belt line through the northern suburbs of Addison, Carrollton, Richardson and Plano.

Dallas has made it clear that it doesn't want the Cotton Belt project to be a DART priority. In a unanimous vote, the City Council told the agency to instead focus on the downtown subway, improvements to the bus service and a streetcar route in the central business district.

The city appoints seven of the 15 members of DART's board and shares another with Cockrell Hill. The financial plan needs 10 votes to pass.

The board will meet at 6:30 p.m. Tuesday at DART headquarters.

Here's what you need to know:

A second light-rail path in downtown Dallas would break up a bottleneck.

All four light-rail routes converge in the city's core and share one set of tracks, limiting the number of trips. Last year, DART seized on a new federal grant opportunity and proposed a second rail alignment.

The plan was for the second downtown line — dubbed D2 — to run at street level from Victory Station, move underground as it entered downtown, rise to street level near Field and Young streets, and then head east along Young toward Deep Ellum. But the council nixed that route because of its impact on First Presbyterian Church of Dallas and a growing neighborhood of townhomes near Farmers Market. The council instead called for shifting the path from Young to Jackson Street.

This summer, DART staff said the Jackson route is not feasible.

Dallas leaders warn that a street-level rail line would disturb downtown's resurgence.

Business owners and urban planners are clamoring for a subway. They argue that any surface line will hurt economic development downtown, where the number of residents has quadrupled since 2004.

Council support for a subway is now unanimous. Burying the line, however, will double the cost of the project to \$1.3 billion and delay its opening two years to 2023.

Subway advocates fear the Cotton Belt will endanger the downtown line.

DART wants the federal government to cover half the cost of D2. Supporters of the downtown project point out that DART's long-term debt will rise from \$550 million in last year's financial plan to about \$1.5 billion if it tackles the Cotton Belt now. They say that bleeding all that cash will hurt the agency's bond rating and its application for federal funds for D2, but DART officials said their financial metrics will remain healthy.

If the subway doesn't get subsidies, it will be pushed back at least seven years, according to DART staff.

Until a few months ago, plans to launch the long-delayed Cotton Belt had been pushed to 2035.

Early this year, the rail line between DFW Airport and Plano was still two decades out even though DART had promised an east-west corridor since its creation in 1983.

Addison, a founding DART member, doesn't have a rail station and has been pressing for train service. This summer, DART proposed a cheaper version of the full Cotton Belt route that would lower costs from \$2.9 billion to \$1.1 billion. Addison, Plano and Richardson have committed to kick in millions of dollars extra so the line can open in 2022.

Suburban leaders say Cotton Belt will pump cash into the region.

The Cotton Belt will give the northern suburbs a transit connection not only to the airport but also to Fort Worth. A rail line between that city and the airport is scheduled to open in 2018.

Richardson Mayor Paul Voelker said those links will boost the region's economy by sparking denser development, like the \$1.5 billion CityLine mixed-use district anchored by State Farm offices. The University of Texas at Dallas, also in Voelker's city, has planned apartments, shops and entertainment next to a future Cotton Belt station.

Addison has threatened to leave DART if Cotton Belt critics prevail.

Not everyone in the Cotton Belt's path wants it. Far North Dallas homeowners have fought back. The Carrollton mayor prefers an enhanced bus line along the route — an option other suburbs deem inadequate.

If the people of Addison vote to leave DART, the town will lose bus service while remaining on the hook for its share of DART's debt. Mayor Todd Meier said the town council discussed options during a closed meeting Thursday but declined to elaborate about what they are.

People around the country are watching DART's next move.

Transportation experts say there are no clear-cut answers when it comes to balancing the needs of the city core with those of the larger metro area. Adie Tomer, a fellow at the Brookings Institute think tank, said DART should be asking itself what its members want to get out of the system. Are they looking to make ridership spike through downtown or to get cars off the road at a more regional scale? Are they trying to encourage people to live denser?

Tomer called Dallas "a little bit of a cautionary tale" for the country, noting that it was great at building rail everywhere but that ridership doesn't reflect the investment.

Art Guzzetti, vice president of policy for the American Public Transportation Association, has a different view. He said Dallas is the envy of the country, even if its transit system "hasn't borne full fruit yet." Guzzetti cited DART's regional reach and its willingness to partner with appbased companies like Uber and Lyft to get people to their final destinations.

Staff writer Julie Fancher

contributed to this report.

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Should DART go both ways?

Some worry about risk of taking on suburban, subway projects at once

By JULIE FANCHER

Staff Writer jfancher@dallasnews.com

Dallas Area Rapid Transit may be trying to please everyone with its decision to fund two major rail expansions, but some are concerned the transit agency could end up pleasing nobody.

DART insists its 20-year financial plan, approved by a 12-3 vote Tuesday night, can provide funding for both the Cotton Belt rail line and the subway version of a second downtown light rail.

Several Dallas leaders voiced disappointment with the vote, saying funding for the D2 downtown subway line could be hindered by DART's decision to borrow about \$1 billion to build the Cotton Belt rail line.

But Mayor Mike Rawlings said Wednesday that he was pleased with DART's backing of D2, and that it will be a subway rather than a street-level line.

"It is a regional effort, and whenever you're in the region, you don't get exactly everything you want," he said. "But we've got to go forward together. I trust our DART board that they know exactly how much money they've got and how they're going to do this."

Earlier this month, Rawlings pushed for DART to give priority to the downtown subway. But he has also consistently advocated for regional growth, saying it ultimately benefits the city as well.

City Council member Philip Kingston was less diplomatic. He called the decision "horrendous" and said DART board members who voted for the Cotton Belt Corridor should prepare their résumés and find something else to do with their time.

The city appoints seven of the 15 members on DART's board and shares another with Cockrell Hill.

Inherent priority?

Kingston and council member Sandy Greyson had urged the board Tuesday night to prioritize D2, improved bus services and updated streetcars over the Cotton Belt rail line because the subway was the more regional project that would benefit riders across the entire system. The Cotton Belt line would connect Plano to DFW International Airport and provide Addison with rail service for the first time.

The success of the DART board's vote rests on whether they can successfully secure \$650 million in federal grant money to cover half the cost of the projected \$1.3 billion subway. Many Dallas leaders and residents fear that the way DART has structured the finances inherently places priority on the Cotton Belt over D2.

"The Cotton Belt is a regional priority, but it's not *the* regional priority. D2 is," Greyson said. "I know you've been told you can do it all ... but if you are wrong, it's D2, the regional priority, that will get delayed."

DART officials have previously said that if they don't receive the \$650 million in federal funding, and instead only a portion of it, that could delay D2 by about seven years. If they receive no federal funding, that could push the project back several more years.

DART President and Executive Director Gary Thomas said the agency plans to send a letter to the Federal Transit Administration this week to ask for an extension on the environmental review for D2, since it is now a subway instead of a surface-level project.

He said it's too soon to say when the agency would know the status of the grant request.

DART spokesman Morgan Lyons said the transit agency is not concerned about the amount of debt that would be taken out to fund the Cotton Belt.

"We have the capacity to do both projects," Lyons said in an email. "We are as confident as we can be about the Federal Transit Administration grant. We have a long and successful record with FTA."

Lyons said DART is "in a position to do both projects simultaneously."

"We have done complex, multipart projects before," he said.

All four light rail routes converge in the city's core and share one set of tracks, limiting the number of trips. Many subway advocates said D2 is a regional priority because it would increase train frequency and ridership.

Strong track record

Patrick Kennedy, an urban planner, said he's also concerned with DART's ability to do it all. He said he agreed with Dallas City Council that the priority should be the subway and bus improvements.

"Anything that threatens those from a financial standpoint should be treated carefully, and that's what was passed — trying to do all things at once," he said. "I appreciate the desire for transit at the Cotton Belt ... but I have concerns with what that does to the long-term financial standing of the system."

Kennedy has been nominated for a DART board seat by council members Scott Griggs and Mark Clayton. He said he thought it was a risky move for DART to tie more than a billion in debt to fund the entirety of the Cotton Belt.

"It expects sales tax revenue to continue to climb, which it has been, and continuing to climb is a good thing ... but if there is any kind of hiccup, I'm concerned that all of those financial plans go kaput," he said.

But not everyone is concerned about DART's plan to tackle two major projects at once.

"I have full faith in Gary Thomas, so if he thinks he can get them both done, he can get them both done," said commercial real estate broker Randall Chrisman, who served on the DART board until 2012. "I do know some of it is subject to federal money, but the opportunity is there and they have done well in the past with Federal Transit Agency grants."

Yonah Freemark, a doctoral student in city planning at Massachusetts Institute of Technology who writes about transit issues, said DART should get credit for its strong track record with FTA and completing projects without too many problems.

He said it's not unusual for transit agencies to handle more than one project at a time, noting that Dallas is one of "biggest producers of transit."

"DART has been a pretty good manager as far as construction completion, so if the agency feels comfortable about advancing both projects, I would suspect the agency should be trusted," he said. "And that's not true of other agencies."

Frequency matters

While debt financing is not rare among agencies investing in new transit, Freemark said, relying heavily on the federal government for money is somewhat risky.

"Dallas has been pretty successful, but you can't rely on that money coming through," he said. "There's no guarantee about that money because only \$2 billion is distributed every year from the FTA, and that money has to be distributed all around the country."

Freemark said other cities, such as Seattle, are also in the process of wanting to build second lines downtown.

"I would say that unless Dallas improves the performance of light rail downtown, they aren't going to be able to increase frequency on those lines, because they simply can't run enough trains on the track," he said. "One of the things we know very clearly about transit is frequency really matters in terms of getting people to ride it."

Staff writer Tristan Hallman contributed to this report.

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Fort Worth area toll lanes grabbed \$19 million in three months

By Gordon Dickson

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How much money are the managed toll lanes in Northeast Tarrant County generating?

Try about \$210,000 per day.

That's not chump change for the toll lanes on Loop 820 and Texas 121/183 "Airport Freeway," which have experienced steady growth since they opened two years ago.

Drivers want to get through this 13 miles as quickly as possible.

Robert Hinkle, North Tarrant Express Mobility Partners

The TEXPress lanes generated \$19.1 million in revenue during the three months ended Sept. 30, according to a North Tarrant Express [quarterly report](#) published last week. That works out to about \$6.36 million a month — or roughly \$210,000 per day.

Of course, the price of individual tolls varies by factors such as time of day. Motorists may use the lanes for less than a dollar at night and on weekends, but can be charged \$3 or more to drive just a few miles during rush hour. Prices are raised during times of high usage to keep traffic flowing.

"The project is working. It spreads the traffic out, and creates more mobility," said Robert Hinkle, spokesman for North Tarrant Express Mobility Partners, the group of companies responsible for managing the 13-mile corridor north of Fort Worth. "Drivers want to get through this 13 miles as quickly as possible, whether they want to get to a meeting or make a delivery or just get to a ball game."

The \$2.5 billion project, which was completed in October 2014, included the reconstruction of main lanes and modernization of frontage roads and ramps. Two toll lanes were added in each direction while existing lanes remained toll-free — in essence giving motorists the option of driving toll-free and dealing with traffic or paying a toll for more space on the road.

Several of the same companies that built North Tarrant Express are now working on a major makeover of Interstate 35W, which will include the reconstruction of main lanes, frontage roads and ramps and the addition of toll lanes from downtown Fort Worth to the AllianceTexas area. Parts of the new I-35W are expected to open next year, while others will remain under construction until 2018.

Follow the money

So who gets the toll proceeds?

The money goes to the companies that make up North Tarrant Express Mobility Partners, including Cintra U.S., the United States division of a worldwide toll and parking company based in Spain.

But the money isn't just lining their pockets. The partners are responsible for managing and maintaining the road for 52 years. They must maintain the pavement and other features at a high level, and add non-toll lanes as traffic warrants, according to the group's [contract with the Texas Department of Transportation](#).

The money also goes toward paying back a federal transportation loan, as well as bond debt.

The North Texas Tollway Authority, which issues TollTags in the Dallas-Fort Worth region, has nothing to do with the road ownership but does get a small fee for collecting the tolls electronically.

Irresistible

When Loop 820 and Texas 121/183 re-opened in October 2014 after several years of construction, many motorists swore they would never use the toll lanes, and would instead confine their travels to the toll-free lanes and frontage roads.

But many drivers have since found the toll lanes to be an irresistible way to pay a few dollars and buy their way around congestion on the toll-free lanes.

Yet, a few complaints remain. For example, a woman billing herself on Twitter as @ReaganPolarbear noted that it's a common problem for motorists to use the toll on-ramps at Loop 820 and U.S. 377, also known as Denton Highway, as a way to cut into line in the non-toll lanes.

“ATTENTION: the left turn lane on Denton hwy when getting onto loop 820 IS A TOLL LANE. THE RIGHT TURN LANE IS NOT. STOP MERGING ...”

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Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article111797377.html#storylink=cpy>

Progress for the Park

Gift means city can start on Trinity River project

At long last, the Trinity River park — the grand vision both loved and loathed ever since Dallas voted for it in a 1998 bond election — has been given its due. It is no longer under the shadow of the controversial plan to build a high-speed toll road near the river.

On Monday, Mayor Mike Rawlings announced a \$50 million private donation that will enable completion of a preliminary design unveiled this year for the 285-acre parkland. Rawlings predicted that the donation, and others expected to follow, will enable construction of the initial phase of the park to begin next year.

Rawlings told reporters that the announcement marks a high point in his tenure as mayor. He's right. Rawlings put an enormous amount of his credibility on the line in recent years, as he said over and over that his continued support for the controversial toll road did not mean he had forgotten his pledge to push the park forward, too.

Now he has kept that pledge. He had help in doing so from an unexpected source: the Texas Department of Transportation. The state agency accepted Rawlings' invitation this month to subject the toll road proposal to the same holistic review process it used for other downtown Dallas projects as part of its experimental CityMAP initiative.

With that in place, the mayor was able to put the toll road in neutral and press the pedal on the park.

That's a good thing. This newspaper has supported a compromise for the road, one that would see it designed for lower maximum speeds and with a more graceful, meandering path. That would be in better harmony with the proposed park and better reflect the will of residents here who remain divided on the question of having a highway in the park at all. Until now, however, Rawlings was unwilling to insist on compromises sufficient to ease concerns about the road's compatibility with the park.

Now, the city can let TxDOT study the road and can partner with the Trinity Trust to move forward on the grand park. Not everyone, including some members of the Dallas City Council, wants to see such an ambitious park. Some still believe the city should greatly shrink its ambitions for river bottoms and turn its attention to other pressing needs.

But Rawlings is right to insist that Dallas should continue to aim high when it comes to our signature elements — whether it be bridges or parks or arts venues. Dallas is made better by them all. And this time, the progress comes with an enormous boost from Annette Simmons, whose donation is the largest ever for a Dallas city project.

Details remain. But today we can celebrate, at long last, the park's independence from the toll road.

\$23 million raised to link 50 miles of Dallas' disconnected trail system

Dallas Morning News

Nov. 2, 2016

Robert Wilonsky, City Columnist

In late June the Circuit Trail Conservancy said it would attempt to raise \$23 million in private dollars to complete the trail system Dallas has long been promised — the 50-mile-long network that would link North Dallas to southern Dallas to East Dallas, Bishop Arts to Uptown. This morning, its board members held a news conference in the Flag Room to say they had delivered on the promise.

Now, the conservancy needs something in return from the City Council: \$20 million in bond money.

"Does anyone else remember Ron Chapman's radio tagline?" said board member Linda Owen, referring to the legendary Dallas disc jockey. "He said, 'The city of Dallas is brought to you by the people of Dallas.' The people of Dallas shape the future. We cannot expect the city to do it all. It's just plain prudent and essential for city leaders to encourage private involvement in public amenities."

Indeed, it was Mayor Mike Rawlings who initially encouraged the conservancy's founding board members to do something about connecting the trails that now dead-end as they run along the Trinity River or attempt to connect White Rock Lake to the Trinity River Audubon Center.

"I love this idea," Rawlings said Wednesday, "because this idea connects all parts of our city and brings our city together. [And] it's a great moment when we get to explore the real beauty of Dallas and get on those trails and participate and see what the Trinity Forest is all about."

He also stressed what several conservancy board members pointed out throughout Wednesday morning's news conference: Trails serve as economic generators. Look no further than the Katy Trail, which turned formerly fallow Uptown land into property worth billions.

The Loop, as it's called, will contain four key linkages. The longest — and, at \$18 million, the most expensive — is the 8.7-mile-long Trinity Forest Spine Trail, which connects White Rock Lake to the Great Trinity Forest and all the amenities contained therein, including the Audubon Center and the Trinity Forest Golf Course. Deputy Mayor Pro Tem Erik Wilson said he hoped the spine would spark an interest in eco-tourism in his southern Dallas district.

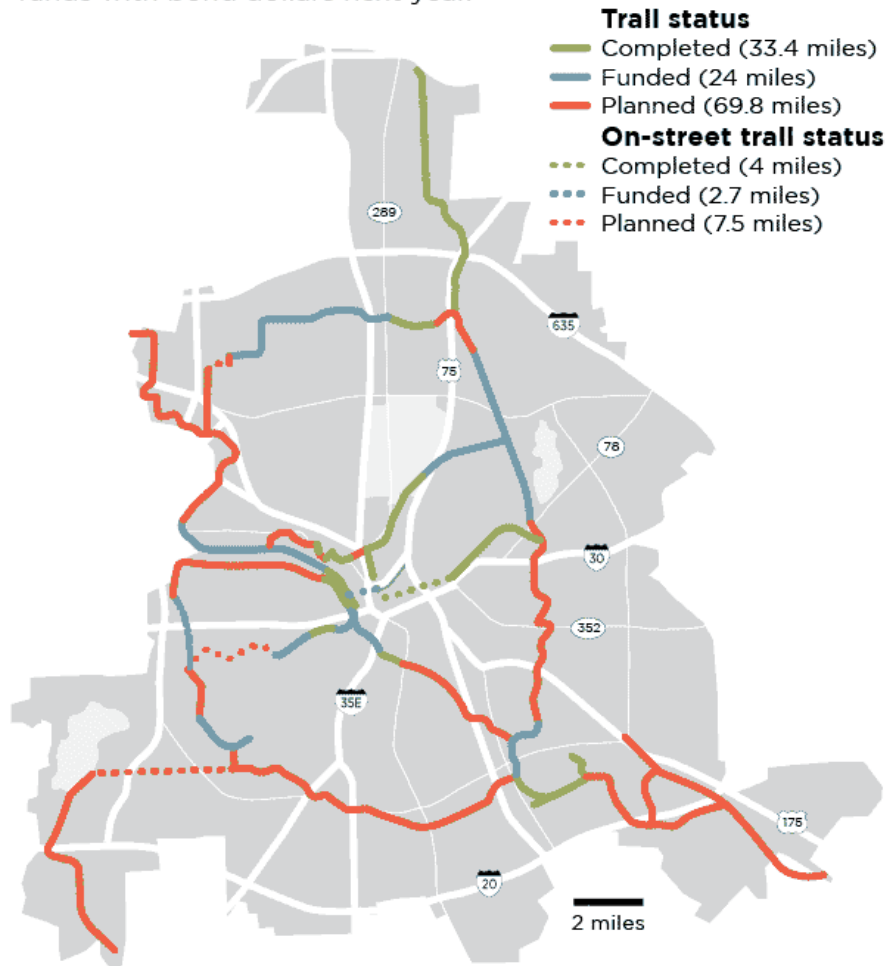
Dallas County has already committed \$5 million to the spine trail, which the city master-planned several years ago. And Dallas County Judge Clay Jenkins said Wednesday there are conversations with the North Central Texas Council of Governments about providing another \$8 million in matching funds.

The three other Loop connections — the Circuit Trail Connection, the Baker Pump Station Gateway and the Trinity Skyline Trail Link — will run around a mile each. There's also a proposed bridge over Stemmons, which would make it easy to bike and hike from downtown to the Design District.

"If this map doesn't sell the thing for you, I don't know what else will," said council member Philip Kingston. "So often in Dallas it feels like we fight and fight that uphill, Sisyphean battle against street maintenance and it never gets better. This will get us better in a hurry."

Hike and bike trails

The Loop Circuit Trail Conservancy, a group dedicated to building out Dallas' hike and bike trail system, announced Wednesday that it has raised \$23 million to link Dallas' disconnected trails. The group is asking the city to match those funds with bond dollars next year.



SOURCE: Circuit Trail Conservancy

Michael Hogue/Staff Artist

The total price tag of the project is expected to be around \$56 million. But the conservancy has promised to raise the additional \$13 million needed for amenities, landscaping and future maintenance.

That leaves the \$20 million needed in bond money, and that won't be easy to come by.

City Manager A.C. Gonzalez has said the May 2017 bond program will likely be capped at \$800 million, with most of that going toward streets. An early suggestion going to council Wednesday morning caps parks money at \$50 million, which isn't nearly enough to cover numerous needs, long-made promises (including water parks) and copious matching funds being offered by, among others, Parks for Downtown Dallas, the Friends of the Katy Trail and the Dallas Zoo.

"We'll try to convince our other City Council members we're heading in the right direction," Rawlings told the conservancy's board members Wednesday. "Thank you for doing your part."

<http://www.dallasnews.com/news/news/2016/11/02/23-million-rasied-link-50-miles-dallas-disconnected-trail-system>

Rangers win on new stadium

Voters overwhelmingly OK proposition to fund retractable roof park

By JEFF MOSIER and LOYD BRUMFIELD
Staff Writers

Home-field advantage didn't help the Texas Rangers in last month's playoffs. But on Tuesday, it landed them a new \$1 billion, retractable roof stadium.

An Arlington proposition to help fund at least half of the new ballpark passed easily with the opposition conceding early in the evening. The deal will keep the Rangers in their original hometown through the team's 82nd season, which would come in 2053.

"It's a phenomenal thing how so many generations now have grown up going to the Texas Rangers here in Arlington," Arlington Mayor Jeff Williams told the crowd at a pro-stadium watch party at the Hilton Arlington. "And now we have an opportunity for us to say that we want the Rangers to be here for our kids and grandkids. ... It is a historic time in which all of our leaders have come together here to work hard to ensure that we kept the Rangers now."

Early voting totals gave the stadium measure a wide lead after nearly 90,000 residents cast ballots in the runup to Election Day.

"When you look at the margin of those early-vote totals and you see how many people voted, there was no way we could make that up," said Andy Prior, spokesman for Save Our Stadium, a group that campaigned against the proposal.

Given the rainy weather Tuesday, he said, Save Our Stadium boosters knew that the early-vote total would hold up.

Rangers officials were overjoyed with the result.

"Our organization is very grateful to the citizens," said Rob Matwick, executive vice president of business operations. "It's been a great relationship for more than 40 years, and we're looking forward to the next 40."

Tracking polls last week indicated the proposition would pass by a wide margin, but "until you see the actual results, you don't want to think too much," Williams said.

The victory starts an aggressive timeline to retire Globe Life Park and get the Rangers in a new ballpark no later than 2021 and maybe as early as 2020.

Matwick said the team plans to get a quick start on the design of the new stadium and potentially hire a general contractor early next year. The team also announced it is launching a website Wednesday to get the public's input and ideas for the stadium.

The proposition was endorsed by most local officials and many notable names. But it also generated fierce opposition by those who thought it was too much money and rejected claims that it was a 50-50 cost-sharing split and didn't include new taxes.

The deal calls for the city to issue \$500 million in bonds to help pay for the stadium. A half-cent sales tax, 2 percent hotel occupancy tax and 5 percent car rental tax would pay off those bonds over an estimated 30 years.

Voters also approved a ticket tax of up to 10 percent and a parking tax of up to \$3 at the new stadium. That money would be used for some of the Rangers' portion of the debt, which was criticized by the opposition campaign.

The vote brings to an end a divisive campaign in which pro-and anti-stadium forces traded accusations. The campaign exposed a split in Tarrant County conservative circles and led to at least one ethics complaint filed with the state.

Prior said the final result demonstrated the power of big money in elections and was "a perfect example of the city of Arlington's profligacy."

"It's going to be heartbreaking driving past that beautiful stadium and knowing that it is going away for no good reason and we will be left with this white elephant," he said.

The opposing campaign was outspent at least 200-1 by pro-stadium forces, which almost certainly raised more than \$1.5 million. On the sentimental side, the Rangers are also a beloved local team that has been enmeshed with Arlington's identity since the Washington Senators moved to Texas in 1972.

The Rangers have been playing at Globe Life Park — originally known as the Ballpark in Arlington — since April 1994. Before that, the team played at Arlington Stadium, a converted minor league facility that was widely considered among the worst stadiums in Major League Baseball.

Some of the pushback against a new stadium was related to the early retirement of Globe Life Park. The stadium has been well maintained and received about \$50 million in upgrades and updates from the team starting after the 2010 season.

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Round And Round We Go – More Roundabouts Coming To Fort Worth

November 9, 2016 6:39 PM By Ken Molestina

FORT WORTH (CBSDFW.COM) – Love them or hate them more roundabouts are coming to Fort Worth.

The “Modern Roundabouts” are described as one way circular intersections designed to slow down traffic to speeds of 25 miles per hour or less.

Officials with the city’s [Transportation](#) and Public Works Department say they currently have 14 roundabouts and eight more will be completed and operational in the coming months.

Fort Worth drivers we spoke to had mixed opinions on the growing number of roundabouts in the city.

One driver said, “I think it’s more of a hazard zone.”

Tony Veer a business manager near the intersection of Henderson and White Settlement says he is on board with the plan and likes the one roundabout already built in front of his store.

Veer said, “It’s good for traffic it’s not bad they are improving. So it’s very good.”

City engineers have studied the benefits of the roundabouts and they cite national data suggesting roundabouts reduce all types of traffic collisions at intersections by 40 percent.

City officials say the roundabouts cost anywhere between 1.5 to 2 million dollars to build.

The eight “Modern Roundabout” projects currently being planned or constructed are listed below:

- Bonds Ranch Road and Highway 287
- Heritage Trace Parkway Roundabout at Harmon Road and Tehama Ridge
- Mark IV Parkway
- McCart Avenue/McPherson Avenue
- North Riverside Drive
- Randol Mill Road from Loop 820 to Precinct Line Road
- Trinity Boulevard
- Westport Parkway

What if we could end the 16-year streak of daily Texas road fatalities?

Published on Wednesday, 9 November 2016 17:38 -

By [PATRICE DUNAGIN, Texas A&M AgriLife Extension Service](#)

It has been 16 years since Texas could claim a day where there were no fatalities on our roads. During that time, fatalities have totaled more than 55,578 people.

According to the Texas Department of Transportation, the leading causes of these deadly crashes continue to be failure to stay in one lane, alcohol and speed. TxDOT is promoting the “End the Streak” campaign to help end motor vehicle fatalities in Texas.

What if for one day everyone took responsibility for themselves and their friends and there were no drunken drivers on our roads? And there was not one person driving somewhere to drink without a plan for a sober ride home - and no underage drunken drivers were to be found anywhere?

What if there were no distracted drivers on the road? And what if there were no teens riding with other teens, which is the main source of their distractions and against the law, according to the Graduated Driver License Law? What if no youth or adult were driving while using a cellphone and everyone was concentrating on his or her driving?

What if there was no driver speeding down the road and all were driving within the speed limit, including slowing down for construction and emergency vehicles and driving more slowly and cautiously when weather conditions are bad?

What if we all took time to put on our seatbelts and make sure that all of our passengers also were buckled up, and that all children were riding in the correct car seat for their age, weight and developmental stage? What if the car seat had been inspected by a certified child passenger safety technician to make sure it was being used correctly and installed correctly?

What if there were no drowsy drivers on the road and every driver, including commercial drivers, made sure they were well-rested and prepared for the trip?

What if every driver made sure his or her vehicle and tires were in good condition and everyone drove defensively and civilly so that every car was treated as if the lives of the people inside were important? What if all drivers were looking out for each other?

What if all of these things could be done on the same day, and Texas could once again enjoy a day where there was not one fatality on our roads? Then, we could put an end to this terrible streak of roadway deaths in Texas - and it would bear repeating!

These do not have to be just rhetorical questions. For information on the End the Streak campaign, visit www.txdot.gov/inside-txdot/media-center/psas/end-streak.html .

For more information, contact Patrice Dunagin, Smith County FCS agent for Texas A&M AgriLife Extension Service, at 903-590-2980.

- Tyler Morning Telegraph

US Cities, Spurned by Washington, Fund Transit Themselves

Aarian Marshall
Wired

Here, a well-deserved break from the presidential election post-mortems: Some November results that may well change your life that have nothing to do with chyrons, Twitter feeds, or exit polls. On [Election Day](#), Americans in cities and regions across the US approved some \$170 billion in [public transit](#) funding, plus billions more to improve roads, rail, ports, and bicycle and pedestrian [infrastructure](#).

A year ago, Congress [finally passed a longterm transportation bill](#), increasing federal funding but maintaining the status quo focus on cars and highways. It's not enough, cities, regions, and states say, their roads still pitted, their regional transit visions unfunded. It hasn't been enough in a long time.

So over the past three decades, local policymakers have turned away from Washington, using ballot referendums to ask voters to fund projects themselves. And this year, more than ever, US cities had a message for the feds: Fine, we'll do it ourselves.

Election Day 2016 saw nearly 400 of these transportation initiatives, all over the country. In Los Angeles, voters gave an enthusiastic OK to a 1/2-cent sales tax hike that will fund \$120 billion in transit operations and construction over the next 40 years. (The dream of a car-optional LA beckons.) California's Bay Area thumbs-upped \$3.5 billion in [much-needed BART infrastructure renewal](#). Atlanta will put \$2.5 billion into expanding mass transit and \$340 million into smarter traffic signals, plus sidewalk and bike paths, all from a new sales tax. New Jersey voters will put their [newly-increased gas tax revenue](#) toward transportation projects. Rhode Island passed a \$70 million bond for port improvements. Southeast Michigan rejected funding for a much-needed regional transit plan, but the lakeside town of Grand Haven will invest in bicycle paths.

"You can think of the [transportation] program in decades past as the federal government sitting on top and raining money down on states and on localities with large shares of federal involvement," says Robert Puentes, president and CEO of the Eno Center for Transportation. But between 2008 and 2012, [according to the Pew Charitable Trusts](#), just a quarter of the money spent on highways and transit came from DC.

Blame the drought on Congress, which has refused to raise the gas tax, even for inflation, for two decades. So the federal highway transit fund—the source of most transpo do-lo—has faced [serious shortfalls over the past decade-plus](#). By 2026, the Congressional Budget Office says, that

deficit [might hit \\$107 billion](#). With newly reelected Republican majorities in the House and Senate, don't expect that to change.

"There is no cavalry coming from Washington," Puentes says. "It's up to you."

Which brings us to November 2016. According to data from the Center for Transportation Excellence, 69 percent of the 48 transit-related ballot measures passed. That success rate matches elections over the past decade, but the difference now is cities are putting more of these things on the ballot. In 2000, Americans voted on 33 transportation funding initiatives. In 2010, it was 59. Now, 77 have made it onto ballots throughout all of 2016. (The final tally for the 400 total transportation and infrastructure referenda [is still rolling in](#).)

Federal money would be nice, but local control has its benefits. "For years, transportation decision-making took place in the back rooms and the board rooms of the highway establishment—it was really an impenetrable process," says Puentes. "Folks want to have more say in these decisions that have as much to do with the health, pace, and shape of their communities as any other area in domestic policy."

That is, perhaps, why some sections of the country see increased enthusiasm and funding for public transportation, or bikeshare, or bike lanes.

"We know we can't rely on someone else to solve our problems," LA Mayor Eric Garcetti said Wednesday, after the city's proposed sales tax had officially passed. "We have to take care of them right here." In the face of a hazy Donald Trump infrastructure plan, a 2016 GOP platform that [wants nothing to do with public transit or walk- and bike-friendly infrastructure](#), that might just be cities' best bet right now.

Big infrastructure fix may see only small rewards

BY SHOBHANA CHANDRA *Bloomberg News*

America's infrastructure is the oldest on record and in desperate need of repair and new construction. What's less obvious is whether President-elect Donald Trump's plan to spend big will have as much oomph for the economy.

Trump has discussed investment proposals, which include roads, bridges and airports, ranging from more than \$500 billion — double what Democratic opponent Hillary Clinton sought — to \$1 trillion over a decade.

He said in his victory speech early Wednesday that he aims to make America's infrastructure "second to none" while putting millions of people to work and doubling economic growth.

The timing is ripe: The average age of the nation's fixed assets in 2015 was 22.8 years, the oldest in data back to 1925.

"There's no doubt we have a dire need to address the crumbling infrastructure," said Nariman Behraves, chief economist for consulting firm IHS Inc. in Lexington, Mass. "Whether this happens is a different story, and how much actually gets spent is a little hard to fathom." Maybe "by 2018, we could start to see some economic impact, but it'll be fairly small."

Upgrading stressed infrastructure garnered increasing bipartisan appeal in recent years yet not much got done, partly because of differences over how to fund it and how much money to set aside. What's more, budget-constrained state and local governments shied away from more spending and borrowing in the aftermath of the recession.

Trump's plan "does offer the potential of supporting job creation in the short run, more importantly supporting and expanding the economy's capacity in the medium run," Larry Summers, former Treasury secretary under President Bill Clinton and economic adviser to President Barack Obama, said in a Bloomberg Television interview Thursday.

The first major hurdle for Trump would be getting the idea off the ground.

Spending on national defense may be higher on Trump's wish-list than infrastructure, and it's hardly a given that he can woo fellow Republicans, according to Behraves.

Also, Trump's proposal to cut taxes would limit his ability to spend, not to mention delays, complications and the siphoning off of funds to vested interests — complaints that usually accompany such long-term projects.

Obama's \$831 billion stimulus in 2009, which included transportation spending, saw its biggest impact in 2010, boosting gross domestic product by a range of 0.7 percent to 4.1 percent, according to a Congressional Budget Office report in 2014.

Loop backers hope project will add to Dallas' real estate boom

By Steve Brown
Real Estate Editor

I'm the first to admit that when plans for the Katy Trail were announced back in the 1990s, my first reaction was "meh."

I didn't get it. I didn't understand how converting an old railroad right-of-way into an urban hike-and-bike trail would benefit anyone but the people who sell tennis shoes and bicycles.

Today a Katy Trail location in Uptown is a hot address, and property values along the 3.5-mile urban connector have benefited from its construction -- no doubt at all.

I was a little better to catch on to the importance of Klyde Warren Park when the project kicked off on the north edge of downtown. But I don't think anyone expected the freeway deck park to become Uptown's front yard, drawing thousands of visitors.

Parks, trails and open spaces are big amenities in the crowded heart of Dallas and other cities.

You don't have to tell that to Jeff Ellerman. Ellerman - a vice chairman with CBRE - is one of Dallas' busiest commercial real estate agents, doing major office leases downtown, in West Plano and across the area.

His latest assignment won't earn him any commissions or fill up any office buildings -- at least not right away.

Ellerman is heading the effort to hook up all of Dallas' disparate bike and pedestrian trails with a connector called the Loop.

It's a \$43 million plan to build the missing links -- bridges, bike paths and the like -- to connect 50 miles of trails that circle central Dallas.

"This is not going to be just a bunch of concrete on the ground," Ellerman said. "This is going to be an amenity-filled place Dallas will be proud of.

"The real estate story is it makes our city a more attractive place to be as we compete with the other communities in the metroplex and other cities for jobs and talent," he said.

The Loop's backers -- called the Circuit Trail Conservancy -- have put together \$23 million in funding and are working with Dallas officials to get the rest of the public-sector money to make the project happen.

There's a lot to do, including building bridges, constructing new trails and designing the whole network, which runs from the Trinity River around the west side of downtown up to White Rock Lake and back to the Trinity.

"It's not a lot of money in the scheme of things, but there is huge payback and benefit," Ellerman said. "There is no question we are drafting off the success of the Katy Trail and Klyde Warren Park.

"The park in hindsight is a no-brainer," he said. "It's created \$1 billion in value, if not more, and connected downtown with Uptown. But back when they were doing it, it was a hard sell."

Ellerman is optimistic that construction can start on the Loop trail project next year.

"Two-thirds of this project is south of downtown, and the real beneficiary is South Dallas," he said. "There are places along the trail that will get new retail amenities and apartments and so forth.

"Real estate values are significantly higher around a trail system."

The plan is to have Dallas' Loop trail connector up and running in three to four years.

By Ellerman's thinking, the timing couldn't be better.

"Twenty years ago, there were 6,000 people living in downtown and Uptown," he said. "Today there are 50,000, and in a short time there will be 100,000.

"It's time for us to step up and do this."

Trump's highway improvement plans come with a price of maybe more Texas toll roads

By Dug Begley

November 10, 2016 Updated: November 10, 2016 2:02pm

If recent votes are any indication, Texans don't like toll roads, but they do like Donald Trump. At some point, maybe soon, they're going to have to make a choice between the two.

President-elect Trump in late October laid out some of his plans should he win the White House, among them the American Energy & Infrastructure Act, which he **plans to pass in his first 100 days**. In his action plan that includes **abolishing the Affordable Care Act** and restraining immigration, Trump said the infrastructure plan "leverages public-private partnerships, and private investments through tax incentives."

Over a decade, Trump pinned the investment potential at \$1 trillion. Private equity investor Wilbur Ross and Peter Navarro, an economist at University of California Irvine, **developed the plan as senior advisers to the Trump campaign**.

And on Wednesday, Trump's team selected Shirley Ybarra, a former Virginia secretary of transportation, to lead the president-elect's transportation transition team. Ybarra is credited with developing public-private partnerships in Virginia, which have been held up as a national model by supporters. She worked in federal transportation capacities during the Reagan Administration.

In the assessment by Ross and Navarro, they argue regulatory delays keep needed highway and bridge projects from happening, but it's not the only hurdle.

"The second reason why America faces a huge infrastructure gap is a lack of adequate and innovative financing options," the duo wrote. "Here, we note that those projects with strong and clearly defined cash flows are readily financeable in the capital markets."

Further, Ross and Navarro point to a "private-sector solution" that the country can leverage.

"To encourage investors to commit such large amounts, and to reduce the cost of the financing, government would provide a tax credit equal to 82 percent of the equity amount," they wrote. "This would lower the cost of financing the project by 18 percent to 20 percent."

Any of the projects, to repay the money borrowed from the private sector, would need a revenue stream, though that could mean higher tax revenues because of the economic development created, the pair argued.

"The plan also could be applied whether the facility was operated by the government, the private sector, or in a public-private partnership," Ross and Navarro noted.

Anti-toll crusader Terri Hall of San Antonio called it a familiar story.

"That's code for P3s (public-private partnerships) and toll roads," Hall said in a post-election analysis, referring to public-private partnerships pushed by a handful of Republican governors. Former Texas Gov. Rick Perry – rumored to be headed to Washington for a role in a Trump administration – was a proponent of toll roads and private investment in highways.

Numerous large toll projects in Texas, however, turned off many voters as a method of delivering traffic relief. Commuters balked at paying gas taxes and then being offered toll roads in return to ease their commutes.

Perry's signature project, the **Trans-Texas Corridor**, died under skepticism of the financial details with the Spanish company leading the private road effort and intense opposition from rural landowners. Another privatization deal for the southern segments of SH 130 ended with the road's builder declaring bankruptcy and bondholder taking over management of the road as the Texas Department of Transportation worked with the lenders to lower toll prices to boost use.

The stumbles and skepticism turned Texans away from tolls, leading state legislators to ask for more money for transportation, with the caveat TxDOT couldn't use the money to advance toll projects. In 2014 and 2015, voters approved what could be \$3 billion annually in new highway money – which will fluctuate based on sales taxes and oil and gas taxes in Texas – but both ballot measures specifically outlawed using the money for anything but toll-free highways.

Still, some projects in the Houston and Dallas areas have been met with much more popularity. Use of the Grand Parkway's newest segments in northern Harris County, for example, are far exceeding expectations and have quintupled since 38 more miles of the tollway opened in February and March.

Crews along Texas 288, meanwhile, have **broken ground on a long-awaited project to add toll lanes down the center of the freeway from downtown Houston to Brazoria County**. The project – one of the largest under way in the region – privatizes not only the new tollway but maintenance and operations along Texas 288 for half a century.

The handful of toll successes, however, do not deter opponents. Ultimately, Hall said, tolls are just another way to make people pay for rampant government spending, except this time the proceeds go to politically-connected companies. It's something many of the people who backed Trump at the ballot box understand, she said.

"They're not fooled into thinking tolls are not a tax," Hall wrote. "Their pocketbooks have already been sufficiently raided enough to know the dangers... Trump's anti-free trade message resonated because it hurt the American worker. Tolls likewise, hurt the American working class - and hard."

New commuter rail, corporate moves ramp up development in Grapevine

Written by Steve Brown, Real Estate Editor

The Christmas lights were still going up this week in Grapevine's historic downtown. Many of the early 20th-century buildings are decorated, with storefronts hawking gifts and gourmet food items.

During the last couple of decades, the smalltown strip in northeast Tarrant County has used its historic feel to bring tourists and shoppers from throughout the region.

Now a surge in development -- including a planned commuter rail line -- is attracting more construction activity to Grapevine.

"We've had almost \$700 million worth of projects announced in the last 26 months -- that's a lot of stuff," said Bob Farley, Grapevine's director of economic development.

"Downtown Grapevine, given its fiscal tightness, will always be somewhat unique," Farley said. "There aren't many places like this in North Texas, and the city was smart enough to realize what it had and stuck with a plan to bring it back."

Construction of the \$1 billion-plus TEX Rail line linking downtown Fort Worth with DFW International Airport is adding development to Grapevine's downtown.

Near the historic Cotton Belt Railroad, the city is designing a new commuter rail station and mixed-use project.

"There will be a small boutique hotel built adjacent to the station -- four or maybe five stories with about 120 rooms," Farley said. "That will have some additional space for events and a rooftop deck.

"There will be a plaza between the station and Main Street."

Grapevine hopes to have plans for the hotel finalized before the end of the year. The station will open in 2018 -- just in time for the first TEX Rail trains.

"We think that will encourage other developers to come with associated mixed-use projects," Farley said.

One builder isn't waiting for the train.

Dallas-based apartment developer Trinsic Residential Group has broken ground on a 250-unit rental community just east of Main Street near the rail line.

The two-building apartment project on Dallas Road includes retail, additional parking for the area and a dog park. Womack + Hampton Architects designed the buildings.

"We have started site work and plan to deliver our first units and retail in first quarter 2018," Trinsic's Adam Brown said. "We are excited to be part of such a great city -- within walking distance to Grapevine's historic downtown -- and feel our project will be a catalyst for the Dallas Road corridor in conjunction with the new TEX Rail Station.

"This site presented a unique opportunity for us to design a project near its downtown and weave it within the fabric of the city."

The new projects in the Main Street historic area are in contrast to development underway on Grapevine's northeast side closer to State Highway 121. That's the area around Grapevine Mills, Great Wolf Lodge and the Gaylord Texan Resort hotel and conference center.

The Gaylord Texan has started a \$120 million expansion that will add 300 hotel rooms and 86,000 square feet of meeting space. The hotel just completed a \$5 million expansion of its swimming pool resort area.

A Wisconsin developer, Stand Rock Hospitality, also plans to begin work next year on a \$330 million Grapevine resort that will feature a waterpark, miniature golf, laser tag, rock-climbing, restaurants and a spa. There's even a future plan for condominiums.

Construction on the first phase of the 1,020-room resort is scheduled to begin next summer.

Two big corporate developments are also underway in Grapevine.

"The center of the Metroplex location is a natural draw, and proximity to the airport," Farley said.

Luxury carmaker Mercedes-Benz is building a regional parts warehouse and training center on Lakeside Parkway.

Mercedes' new campus is in the same area where Kubota Tractor Corp. is finishing work on its \$50 million headquarters campus. The Japan-based manufacturer of farm and construction equipment is relocating its U.S. headquarters from Southern California to a location just north of DFW Airport.

"Construction of Kubota's new North American corporate headquarters building in Grapevine is on schedule, and the company will gain occupancy as planned in mid-December," spokeswoman Vanessa Sapino said. "Kubota employees will gradually begin move-in before the end of the year and be fully operational by late January 2017." - DMN

A slow ride toward the future of transit

Helsinki tests self-driving buses in effort to reduce use of cars, congestion

Henry Fountain, The New York Times

Ville Arffman is one of the operators of driverless buses being tested in Helsinki. The vehicle can accommodate up to 12 passengers sitting and standing, and is designed to go about 15 mph.

HELSINKI, Finland — A small electric bus chugged along at a slow but steady 7 mph when a white van, entering the street from the side, cut in front of it. The bus slowed, as if its driver had hit the brakes, and got back up to speed after the van moved out of the way.

But this bus has no brake or accelerator pedal. It has no steering wheel, either. In fact, it doesn't have a driver — it operates using sensors and software, although for now, a person is stationed on board ready to hit a red "stop" button in an emergency.

At a time when self-driving cars are beginning to make progress — most notably with a trial program that the ride service Uber began this fall in Pittsburgh — the bus represents a different approach to technologically advanced transportation.

A driverless car, after all, is still a car, carrying at best a few people. By transporting many passengers on what could be very flexible routes, driverless buses could help reduce the number of cars clogging city streets.

It's no surprise that the bus is being tested in Helsinki, which has been at the forefront of efforts to use technology to rethink public transportation.

Driverless buses like this one are being used in private, controlled settings, for example to shuttle students around a campus or employees on the grounds of an industrial plant. Helsinki is one of the first cities to run so-called autonomous buses on public roads in traffic; another project, in Sion, Switzerland, has been operating for several months, although the service was suspended in September for two weeks after a minor accident.

The Helsinki bus is a project of several universities with cooperation and money from government agencies and the European Union. The two-year, \$1.2 million project, called Sohjoa, is just one manifestation of a movement to reduce the use of cars, and the traffic jams and greenhouse gases that come with them.

"A good possible outcome is that less and less people will own personal vehicles in the cities because they really don't need them anymore," said Harri Santamala, who coordinates the project.

In September, a Sohjoa bus, which can accommodate up to 12 passengers sitting and standing, made its debut on a straight, quarter-mile route in the city's Hernesaari district, turning 180 degrees at both ends. The trip connected a popular sauna and restaurant at one end with several restaurants at the other, and attracted a small stream of curious riders.

"We chose this as a first route because we can study a huge amount of different traffic issues depending on the time of day," Santamala said.

Buses 'taught' route

The buses are not as sophisticated as Uber's self-driving cars, or those being developed by Google and other companies. Those are essentially "free-range" vehicles, able to travel just about anywhere by comparing what their sensors detect about roads and surroundings with a database that has been compiled by the cars over time. (Before Uber began offering rides in Pittsburgh, for example, employees drove its cars around the city for months, collecting data.)

The buses, made by a French company, are "taught" a route by having operators drive them using steering and acceleration controls on a small box. The route is then fine-tuned with software. In operation, the buses have laser sensors and GPS to keep them on the route, and can deviate only if alternate routes have been "learned" as well.

While the buses are designed to travel at about 15 mph, or 25 kph, they are running at half that for the Helsinki trials. Lateral movement is also restricted; if a car is double-parked along the route, for instance, the bus must wait until the car moves or the bus operator steers around it using the control box.

"We have to be very keen about safety," Santamala said.

Those restrictions provide an underwhelming experience for now. The most excitement occurs when a vehicle such as the white van crosses too closely, or when a motorist approaches from the rear and, impatient with the bus's tortoiselike pace, swerves around it.

Santamala said the project aimed to establish a real bus route — probably a seasonal one — in the next two years. And there's no reason self-driving technology could not be applied to bigger buses eventually.

Last-mile service

For now, the project is focusing on so-called last-mile service — taking riders from a stop on a more conventional bus line to a point closer to their homes, shops, offices or schools. An autonomous bus, presumably going faster, could be useful, especially because of a quirk in Finland's motor vehicle laws.

"It doesn't state anywhere that we need to have a driver holding the steering wheel or even inside the vehicle," Santamala said. "A legal driver can be observing the operation through a computer."

That means a number of buses could run autonomously, with one operator in a central office intervening remotely as needed. Reducing the number of operators could make it financially feasible to run routes that serve only a few customers. For now, the bus trials continue. Last month, the project moved to a more complex route in Espoo, on Helsinki's outskirts, and is now operating in Tampere, 111 miles to the north.

Santamala and his colleagues analyze each trip to learn how a self-driving bus differs from one operated by a human, and how motorists and pedestrians interact with it. One difference was apparent to everyone aboard the bus after the white van cut in front of it: There was no driver to yell at the driver of the van, which had pulled into a nearby parking space.

So Helena Bensky, a Helsinki resident who was giving the bus a try, offered to fill in.

"Should I go give that guy a telling off?" she asked.

Bills try to settle ride-for-hire fight

By SAMANTHA KETTERER

Austin Bureau sketterer@dallasnews.com

AUSTIN — Lawmakers filed two bills Monday that could determine who will — or will not — regulate ride-for-hire companies such as Uber and Lyft.

The future of “transportation network companies” has been in question in Texas since several cities took measures to regulate the companies’ hiring processes earlier this year. In a few of the cities, giants Uber and Lyft stopped operating as a result.

Now, two proposed bills could either place the power to regulate the companies in the hands of the state or let them go without regulations at all.

Sen. Charles Schwertner, R-Georgetown, filed a bill that would place statewide oversight on the companies, which he said would help drivers travel more easily from city to city.

Parts of his legislation, Senate Bill 176, would require national background checks and a zero-tolerance drug and alcohol policy for drivers. The bill would also make all companies obtain a permit before they can operate in the state.

“By eliminating the patchwork of inconsistent and anticompetitive regulations that exist in cities across the state, Senate Bill 176 will give the free market a chance to work and guarantee that ride-sharing companies in Texas have a clear and consistent regulatory framework under which to operate,” Schwertner said in a news release.

Sen. Don Huffines, vice chairman of the Senate Committee on Transportation, also filed Senate Bill 113, which would prevent cities from placing “burdensome regulations” on the companies.

“Instead of asking how or how much we should regulate [the companies], we should be contemplating whether or not the ride-for-hire industry, as a whole, should be regulated in the first place,” Huffines, R-Dallas, said in a prepared statement.

Both legislators said their bills would help create a fairer and freer market for companies like Uber and Lyft. If neither bill passes, cities could continue to regulate the companies.

Austin was home to the highest-profile fight over regulations after its City Council passed an ordinance requiring drivers to submit fingerprint background checks. Proponents of the rule said it was a good safety measure, although Uber and Lyft representatives said their companies conduct background checks. After a proposition to overturn the ordinance failed in a citywide vote, Uber and Lyft left Austin.

Dallas does not require employees of ride-sharing companies to submit fingerprints for background checks.

Twitter: [@sam_kett](https://twitter.com/sam_kett)

Lawmakers get an early start, pre-file hundreds of bills for 2017

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

And they're off.

Texas lawmakers cleared the gate and began pre-filing hundreds of bills Monday — addressing issues ranging from texting while driving to protecting pets left in hot cars — that they hope to take up during the 140-day 85th Legislature that begins Jan. 10 in Austin.

Not all will become law by the time the session ends May 29.

In fact, not many will.

“A lot of the bills brought forward on the first day of pre-filing are symbolic bills or perennial issues that come before the Legislature nearly every session,” said Jim Riddlesperger, a political science professor at TCU. “But in the Texas Legislature, to get anything passed, it doesn't matter if you introduce it on the first day.

“It's whether the lieutenant governor and House speaker have it on their priority list.”

Lt. Gov. Dan Patrick announced his top priorities Monday, including balancing the budget, reforming the property tax system, allowing school choice, creating a woman's privacy, or restroom, act, boosting penalties for the buying or selling of human fetal tissue and preventing inappropriate teacher-student relationships.

At the same time, House Speaker Joe Straus has said his top goals include addressing the embattled child welfare system, school funding, making sure Texans can afford higher education, improving the state's approach to mental illness, encouraging entrepreneurship in Texas and considering property tax reform.

Here's a look at some of the hundreds of bills pre-filed on Monday, the first day possible to file legislation.

Distracted driving: State Rep. Tom Craddick, R-Midland, has filed — for the fourth session in a row — a bill to stop Texans from using their smart phones while driving. Statistics show 482 deaths occurred on Texas roads last year because of distracted driving. “ZERO Texans need to die because of the selfishness of Texas drivers who are addicted to their phones,” Craddick said in a statement. HB 62 State Sen. Judith Zaffirini, D-Laredo, filed a similar bill in the Senate. SB 31

Corporal punishment: State Rep. Eddie Lucio III, D-Brownsville, filed a plan to ban corporal punishment as a way to discipline students. **HB 166**

Red-light cameras: State Sen. Don Huffines, R-Dallas, proposes doing away with red-light cameras, which some Texans have protested since they began being used across the state to capture license plates of vehicles running red lights so that traffic enforcers can send out tickets in the mail. **SB 111**

Abortion procedures: State Rep. Matt Schaefer, R-Tyler, proposes modifying abortion procedures and removing the ability of a woman to have an abortion if “the fetus has a severe and irreversible abnormality.” HB 87

Marijuana sales: State Sen. Jose Rodriguez, D-El Paso, has filed two proposals to allow the “possession, cultivation and sale of cannabis.” One proposal allows the sale of cannabis in the state. SJR 17 The other allows the sale of cannabis for medical use. SJR 18

Electronic voting: State Rep. Ramon Romero Jr., D-Fort Worth, proposes letting applications for mail-in ballots be completed online, rather than just on paper. HB 48

Ending daylight-saving time. State Rep. Dan Flynn, R-Van, wants to exempt the entire state of Texas from the law that establishes daylight saving time. If approved, this law would go into effect Nov. 5, 2017, the same time daylight saving time would end next year. HB 95

Gun show sales: State Rep. Rafael Anchia, D-Dallas, wants to make it an offense to sell a firearm at a gun show without using the National Instant Criminal Background Check System or without a record of the sale. HB 259

Standing with Israel: State Rep. Phil King, R-Weatherford, filed a bill preventing the state from approving contracts with companies boycotting Israel. The proposal will require a company to sign off on a statement that it does not boycott Israel and will not boycott Israel during the term of the contract. HB 89 State Sen. Brandon Creighton, R-Conroe, filed a similar bill in the Senate. SB 134

Raising the minimum wage: State Rep. Roberto Alonzo, D-Dallas, proposes raising the minimum wage in Texas to \$15 an hour or the federal minimum wage. HB 285

Feminine hygiene tax relief: State Rep. Ryan Guillen, D-Rio Grande City, wants to add feminine hygiene products — including tampons, panty lines, sanitary napkins and the like — to the items that are tax-free during the back to school sales tax holiday which generally runs every August. HB 55 At the same time, state Rep. Donna Howard, D-Austin, proposes eliminating sales and use taxes for feminine hygiene products year-round. HB 219

Reducing taxes: State Sen. Jane Nelson, R-Flower Mound, proposes reducing the franchise tax rate 2.5 percent per year — as long as the Texas Comptroller says there's enough money in state coffers to do that.

"Texas must keep building an economic environment in which businesses can succeed, but we must balance that with the state's ability to meet our needs," she said. SB 72

Protecting pets and babies: Zaffirini wants to make sure pets aren't left in hot cars. Under her proposal, anyone who smashes a window or pries their way into a hot car to rescue a pet can't be sued for any damage caused to the vehicle. SB 69

Emergency leave: Nelson wants to create "clear policies" for emergency leave and have them posted online, to limit the ability of the head of a state agency to only give that time off as a form of severance pay or to workers they believe will return after the leave period is over. Any paid leave of more than 32 hours would have to be reported to the Texas Comptroller. "This bill will prevent abuses of emergency leave policies at our state agencies," she said. SB 73

Eliminating the death penalty: State Rep. Harold V. Dutton Jr., D-Houston, proposes eliminating the death penalty in Texas and leaving just life or life without parole as punishment options for those convicted of capital crimes. HB 64

Parental rights: Nelson proposes letting a conviction of "sexual assault of the other parent" be enough to terminate parental rights. She said the need for this came from a Flower Mound case where a woman was brutally raped by her husband but even after he was convicted of the crime, he still had full parental rights. "No parent should be forced to co-parent with their rapist," Nelson said. SB 77

Tax-free textbooks:

Zaffirini proposes making two annual 10-day tax-free periods where low-income college students could buy or rent textbooks tax-free. SB 48

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Selling your car? Don't get stuck with someone else's TollTag bills

By Gordon Dickson

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Planning to sell your car anytime soon?

There's an important step you should take to avoid paying the new owner's TollTag fees.

The good news is, this step is relatively easy, and a sure-fire way to ensure you don't get stuck with tolls you didn't incur.

Immediately after selling a car, go to the Texas Department of Motor Vehicles and fill out a Vehicle Transfer Notification. It takes about five to 10 minutes to fill out the form. The form [can be filled out online](#) at the agency's website, or printed and mailed in.

Also, residents can visit a DMV office and take care of the paperwork there. For example, there is a DMV office in at [2425 Gravel Drive in east Fort Worth](#), near Trinity Boulevard and Handley-Ederville Road.

From time to time, stories surface about people who have been slapped with large toll bills — often totaling hundreds of dollars — after selling a car to someone who didn't then immediately transfer the vehicle title into his or her name. It's a tricky situation because you can't control what a buyer does once he or she drives off with your old ride.

The latest example comes to us from CBS 11, which has [posted a story about a Farmers Branch widow](#) who sold her husband's car collection to various buyers on Ebay but apparently didn't file the appropriate Vehicle Transfer Notifications and continues to receive toll bills in the mail.

The bills are coming from the [North Texas Tollway Authority](#). That's the agency that manages the Dallas-Fort Worth region's toll road system and also owns the TollTag brand. However, NTTA has no responsibility for identifying that correct owner of a vehicle, whether the vehicle has a TollTag on it or not.

Even if you remove your TollTags and license plates from your vehicle after the sale, the only way to ensure you don't get stuck with someone else's toll bills is to fill out the DMV Vehicle Transfer Notification.

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Read more here: <http://www.star-telegram.com/news/traffic/your-commute/article114859038.html#storylink=cpy>

Star Transit to continue bus services

City once used grants but now is on the hook for \$10,020 per month

By RAY LESZCZYNSKI

Staff Writer rleszcynski@dallasnews.com

ROCKWALL — After months of negotiations and a threat of drastic service cuts, Star Transit said Tuesday that it will continue to provide bus services for Rockwall residents.

Rockwall, a city that just three years ago relied fully on state and federal grants to provide those rides, is now on the hook for \$10,020 a month.

While the extension is only a six-month commitment, service cutbacks had been scheduled for December, and the uncertainty had some customers on edge.

"I have no other form of transportation. Star is it for me," said resident Jean Allen, who bears responsibility for her disabled mother. "It's very difficult to get her into a car."

In annual budget sessions this summer, the county and its cities budgeted \$65,000 less for Star than the transit agency said it needed to provide its current service level. Rockwall's revised commitment and a larger contribution approved this month by the city of Fate made up the difference.

"We expect to finalize that six-month extension of current services soon," Star executive director Omega Hawkins said in a statement after a Tuesday board meeting.

Star had planned to slash service to only essential work, medical and senior center trips. When the service cutbacks were announced Oct. 25, Rockwall Mayor Jim Pruitt told elderly and disabled riders — Star Transit's primary patrons — that he was as surprised as they were.

"This is the first time I've seen that people are not going to be able to go shopping," he said. "These services are something we as a council wanted. And it was important. But we were not going to subsidize people going to work."

However, because Rockwall has crossed population thresholds and is now considered urban, federal funds that provide more than half the Star budget are not available unless the city also provides transit for the general population.

Also as an urban entity, the county lost state funding that had been in place since it first contracted with Star in 2005.

At Pruitt's request, Mike Sims, Star's deputy executive director, on Oct. 31 committed to \$10,020 as the monthly payment needed to continue current services.

About 75 percent of Star Transit riders in Rockwall are elderly or disabled. The remaining 25 percent are people under 60 who use it to get to and from work.

In his letter, Sims said the payment would allow elderly and disabled riders to "continue to have access to Star Transit for all trip purposes: work/volunteer service, medical, grocery shopping, acquiring prescriptions, education, senior center, social events, etc."

The agency provides 22,607 rides a year countywide.

At a Monday work session, county commissioners reiterated their support of the system. At \$55,200, Rockwall County is the only county government in Star's service area to contribute toward city services as well as those in unincorporated areas.

"It was clear in the public meeting that people rely on Star for many, many reasons," said Commissioner David Magness, the county's representative on the transit agency's board. "We are subsidizing cities, probably to the tune of \$40,000 or so."

Twitter: @RayLeszczynski

Small plane has close call with drone near DFW Airport

November 17, 2016

Written by

Claire Z. Cardona

A pilot of a small plane had a close call with a remote controlled drone Wednesday afternoon, according to the Federal Aviation Administration.

About 2:30 p.m., the pilot of a single-engine Cessna 185 reported a drone about 50 feet below the craft and a few yards off the left wing, FAA spokesman Lynn Lunsford said.

The drone was flying at about 4,000 feet. Drones are not supposed to be more than 400 feet above the ground, he said.

The drone was also about four miles west of DFW Airport and inside airspace controlled by the DFW radar room, Lunsford said.

The pilot said he had no time to take evasive action, [KXAS-TV \(NBC5\) reported](#).

If the drone had struck a small single-engine plane it could do "significant damage," especially if it hit the plastic windshield, he said.

What The Future Of Mobility Means For Today's Transportation Industry



Joris D'Inca , Contributor
By Joris D'Inca and Carolin Mentz

It's a beguiling vision: You wake up and tell your house management system that you need to be in Munich, or Chicago, or Beijing, by two in the afternoon. The house tells your mobility provider, which computes the journey and sends an itinerary to your smart device. At the appointed time, a driverless car rolls up and greets you by name, and you say hello to a couple of people already seated inside. The car drops you all at an integrated mobility hub, where you board a 750 miles per hour hyperloop that whisks you to your target city in mere minutes. An autonomous bus waits at the station to take you to your final destination, a shared office space in the city center.

To determine if this is what mobility could look like in the year 2040, Oliver Wyman recently conducted a survey of several hundred executives and experts in the transportation industry globally. Driven by the fourth industrial revolution, technological convergence, new entrants in the mobility space, and changing travel behaviors, we expect the pace of innovation in passenger transportation to accelerate over the next quarter century. Disruption to existing business models will be widespread, and 80 percent of passenger transportation incumbents say they don't feel well prepared for what's coming.

A FAST-APPROACHING TOMORROW

Our survey identified four key trends that will shape passenger transport over the next 25 years: 1) sustainable, efficient assets; 2) integrated personal mobility; 3) urbanization and smarter cities; and 4) increased competition and innovation.

Sustainable, efficient assets: The next 25 years will see greater demand for sustainable solutions and more efficient use of transportation assets. Eighty percent of survey participants believe that there will be fewer private cars in the future, while nearly 70 percent see a significant increase in car sharing. These trends will be accelerated by the development of fully autonomous vehicles. It is not too farfetched to imagine autonomous car fleets that are shared across a neighborhood or city on a fee-per-use or subscription basis.

Integrated personal mobility: Current mobility services will coalesce into full-scale mobility providers, who will focus on enabling seamless, on-demand journeys by integrating all modes of transport. For the traveler, transport mode selection and timetables will cease to be an issue – they'll only need to know what time to be ready so as to reach a destination by a given time. Smart devices will become the organizational center for all trip planning and mobility personalization.

Urbanization and smarter cities: Urban and conurbation populations will continue to grow, increasing passenger volumes. The "smart city" of the future thus will have to invest in technology and transport, with a focus on passenger flow management. Coordination with mobility providers, real-time data monitoring, and responsive smart grid systems will ensure the best use of public transport and minimize congestion.

Increased competition and innovation: Survey respondents expect that transport deregulation will continue to spread. Liberalization of railways, bus services, taxis, and ride-sharing will enable new companies to enter the market, giving travelers more choice and driving further innovation. One big concern: that liberalization and the rise of low-cost bus and rail services will force revenue per passenger downward, adversely impacting incumbent transport providers.

Taken all together, what do these trends imply for the future of mobility? Private cars will lose their leading role, as shared mobility – using autonomous vehicles – increases dramatically. Public transport usage will increase moderately, but function more as one component in seamless multimodal passenger flows. Meanwhile, the number of companies operating in the mobility space will increase and become more diverse, likely leading to more "co-opetition."

The biggest story, however, will be the rise of mobility services and information. Out of many different providers now attempting to establish themselves in this space, we expect only a few will rise to the top, gaining enough share and reach to provide personal mobility coordination that stretches from one end of the journey to the other.

THE THREAT—AND POTENTIAL—FOR INCUMBENTS

Incumbents in passenger transportation face the greatest risks from this vision. Customer relationships and data are at risk for capture by new-entrant mobility providers offering increasingly integrated travel planning. And as the transportation landscape becomes more diverse and competitive, the revenue pie will be split more ways. Investment capital may even be harder to come by for traditional transport modes if investors see better opportunities elsewhere.

Our analysis found, for example, that over the longer term, regional passenger railway services (which are common in Europe) may be especially vulnerable, as shorter, low-volume routes could be more cost effectively served by autonomous buses. In Germany alone, 20 percent to 30 percent of fixed assets are expected to be at risk. And automotive manufacturers in developed countries may see a substantial reduction in the number of cars they sell as car sharing moves mainstream. Fully autonomous cars – expected to be as much as one-third of all car sales by 2040 – will further expand this trend.

More than half of railway operators, original equipment manufacturers, and infrastructure providers report that they are tracking trends and developing response plans. But few say they are well prepared, with a plan in place to start responding to these trends. When asked what they are likely to do, incumbents cite changes to business models, development of new products/services, and increased levels of customer service. Unfortunately, these “business as usual” responses to the threat of change don’t get at the heart of how radical the coming wave of personal mobility will be.

In particular, it will be critical for all incumbents in the mobility value chain to consider the impact of disruptive trends (many of which are already underway) on investment planning. Given that many transportation assets have lifespans of 30 to 40 years or more, the investment planning cycle for 2040 starts now. Investment obsolescence is a real risk, while on the other side of the investment coin, peak capacity management will become more of a headache as urban and conurbation populations continue to grow. This will require a series of steps (such as active capacity management, optimized asset utilization, and cooperation with other modes) to keep asset requirements from spiraling out of control.

Today’s transportation providers also will need to determine if they are content to participate in only certain steps in the customer journey or if they want to optimize mobility door-to-door. The former may require less investment and keep the organization focused on its core skills, but carries the risk of loss of value and commoditization. The latter is a much bigger ask that may involve acquiring technology providers and greater co-opetition, but that could keep revenues and customer control from shifting to new entrants.

Incumbents do have the advantage of vast stores of customer data, which could be leveraged to build personalized mobility offers and partnerships that offer other services using travel time – if they don’t wait too long. When it comes to how fast they can turn, however, many transport players tend to be ocean liners rather than speedboats. Faster-moving targets will mean that organizations must speed up innovation in-house to quickly recognize and claim opportunities and reach critical mass.

In some ways, the future of mobility looks to be thrilling. But for incumbents in passenger transportation, it is going to be an unprecedented challenge. Collaboration with or integration of mobility providers, technology and data investments, and an open ecosystem for sharing real-time journey data are just a few of the necessary adjustments they will need to make. The game is about to change, and the rules will, too.

To read the full Mobility 2040 study, please see [Mobility 2040 – Staying Ahead Of Disruption](#).
- Forbes

Link from Texas 360 to turnpike considered

By Nicholas Sakelaris

Special to the News-Mirror

Regional transportation planners have a new idea that could solve the traffic jams on Interstate 20 between Texas 360 and the President George Bush Turnpike.

They are studying the possibility of building dedicated lanes to take drivers from Texas 360 to the turnpike, allowing them to skip over I-20 altogether. Drivers on the turnpike could also connect seamlessly to Texas 360.

Michael Morris, director of transportation for the North Central Texas Council of Governments, said these collector distributor roads are just one option being considered.

It's too early to say if they would be toll lanes or if they would be elevated above I-20, Morris said.

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The 2040 regional mobility plan does list them as toll connectors with four lanes and a total cost of \$120 million.

The collector distributor roads would be similar to the ramps that connect Texas 360 to International Parkway at Dallas Fort Worth International Airport, Morris said.

The NCTCOG will spend the next six months running computer simulations to see if this would really prevent the traffic jams in that area, Morris said. East and westbound traffic going to the Grand Prairie Premium Outlets and the Arlington Highlands could be the culprit, in which case a different solution is needed.

The completion of the Texas 360 toll lanes in spring 2018 will only add to the congestion.

"If we built a collector distributor road, would it have any benefit to solving the congestion you see on I-20?" Morris asked. "The volume is going to increase on Texas 360 so you can imagine more cars coming up."

There's no timeline on the project yet, but NCTCOG will have a better idea after the six-month study.

Mansfield City Councilman Darryl Haynes said the project is critical for Mansfield. He learned about it while attending a recent Southeast Tarrant Transportation Partnership meeting at Tarrant Community College.

“We want that because we’re trying to attract international corporate investors to bring business down here to Mansfield so that they can get to the airport faster,” Haynes said. “We’re competing with those funds and we need people to act now and let Michael Morris know how important this is to our region.”

Comments can be submitted to the NCTCOG online at

<http://www.nctcog.org/trans/outreach/meetings/index.asp>. Longer comments with attachments can be submitted to awilson@nctcog.org or to transinfo@nctcog.org.

The NCTCOG is also considering solutions to the congestion on I-20 between Matlock Road and Texas 360. That includes relocating on and off ramps so they can handle the increased traffic from people going to the Highlands.

Read more here: <http://www.star-telegram.com/news/local/community/mansfield-news-mirror/mnm-news/article115656638.html#storylink=cpy>

6 dead in school bus crash

Officials interviewing driver, looking ‘very, very strongly’ at speed

FROM WIRE REPORTS

CHATTANOOGA, Tenn. — Bloodied students lay on stretchers, while other children walked away dazed with their parents after an elementary school bus crash that killed six Monday in Chattanooga.

Chattanooga police Chief Fred Fletcher said the crash was “every public safety professional’s worst nightmare.”

The bus was carrying 35 children from Woodmore Elementary, students in kindergarten through fifth grade, when it crashed about 3:30 p.m., turned on its side and wrapped around a tree.

Fletcher said police were interviewing the bus driver to determine what happened and told reporters later that investigators were looking at speed “very, very strongly” as a factor. The bus was the only vehicle involved but the crash scene covers a significant area, he said.

The National Transportation Safety Board tweeted that a team would be heading to Chattanooga on Tuesday morning to investigate.

Twenty-three students were taken to hospitals, Fletcher said, but he did not have information about the extent of their injuries. Media reported it took about two hours to get the last children off the bus.

Television stations reported that people lined up to donate blood and some donors were asked to make appointments for Tuesday.

Kirk Kelly, interim superintendent for Hamilton County schools, said classes would be held on Tuesday, with counselors available for students and staff.

Hamilton County District Attorney Neal Pinkston told media outlets that five people died at the scene and one died at the hospital. Melydia Clewell, the district attorney’s spokeswoman, confirmed the number.

Chattanooga police Assistant Chief Tracy Arnold said officials would not identify the students who died, or their ages, until parents were notified.

“Our hearts go out, as well as the hearts of all these people behind me, to the families, the neighborhood, the school, for all the people involved in this, we assure you we are doing everything we can,” Fletcher said.

At the state Capitol in Nashville, Gov. Bill Haslam called the crash “a tragic event” and offered assistance.

“We’re going to do everything we can to assist in any way,” Haslam said. “It’s a sad situation anytime there’s a school bus with children involved, which there is in this case.”

The Associated Press

Airports charge taxis, rides a range of fees

The Associated Press

NEW YORK — Ever feel like the taxi ride from the airport costs more than the trip to get there?

It's not your imagination.

Airports across the country add surcharges of up to \$5 a ride — typically passed directly on to travelers — for trips originating at their curbs. There are similar charges for limousine, Uber and Lyft drivers as well as shuttle buses for hotels, car rental companies and off-airport parking lots.

Those fees quickly add up, costing travelers more than \$183 million last year at the 50 largest airports in the U.S., according to Associated Press calculations based on data obtained through dozens of public records requests.

“What are we doing that causes the airport to spend more money?” said Kimberly Grubb of Fort Worth, who was recently awaiting a Lyft pickup at San Francisco International Airport.

“It wouldn't be any different than if we knew people here who could come pick us up. It leaves a bad taste in your mouth.”

DFW International Airport ranked fourth among the largest U.S. airports at 67 cents per originating passenger. Dallas Love Field's fee is down the list at 27 cents.

San Francisco has one of the highest pickup fees in the nation: \$5 for taxi rides that originate there and \$3.85 for rides provided by transportation network companies such as Uber and Lyft. Asked why the airport needs to charge such fees, spokesman Doug Yakel replied that state and federal regulations allow them.

Airports across the country say the ground transportation fees are necessary so they can pay to maintain the many miles of roads on their properties. The fees also go, in some cases, to hire staff to direct traffic and to dispatch taxis. With the growth of app-based ride services like Uber and Lyft, airports have also constructed waiting areas and parking lots.

Officials at most airports were reluctant to further explain why they charged the fees except that doing so helps keep airport costs down, which makes it cheaper for airlines to serve the community.

At Washington's Reagan National Airport, taxis have to pay \$3 to get into the pickup line, and services like Uber have to pay \$4. Spokesman Rob Yingling says the airport has limited space and needs to create waiting areas for the cars as well as pay dispatchers and do road maintenance.

However, San Francisco, Washington and most other airports don't charge private cars to use their roads to pick up family and friends. There are exceptions — DFW charges at least \$2 just to enter the airport grounds.

And it's not just taxi rides that cost money.

You may decide to park your car at a private parking lot a few blocks away from Los Angeles International Airport. There is still a charge — passed on through the lot operator — for the shuttle ride to the airport. In L.A., that ranges from \$2.57 to \$3.85 for each loop around the airport, depending on the size of the shuttle bus. Hartsfield-Jackson Atlanta International Airport charges off-airport parking lots \$10 per parking space per year to operate their shuttles.

Those renting cars aren't immune from the fees, either.

For instance, Las Vegas' McCarran International Airport charges rental car companies a shuttle fee of \$1 for every car rented.

The highest combined fees per originating passenger were in Las Vegas, the two Washington, D.C., airports and DFW Airport. The AP analysis excludes connecting passengers because they don't have a need for ground transportation.

Las Vegas' airport collected \$17.4 million last year in such fees, which came out to 84 cents per originating passenger, the highest of the 50 largest U.S. airports. That pales compared with the \$11.60 per enplaned passenger the airport collected in landing fees. But the \$2-per-taxi pickup fee does add up when the ride from the airport to most hotels is just 10 to 15 minutes.

Washington Dulles International was next at 80 cents, followed by Reagan National at 79 cents.

The operator of the three main New York City-area airports is the only large airport system not to charge a pickup fee for taxis, Ubers or limos. The Port Authority of New York and New Jersey does charge a fee for off-airport parking lot shuttles and an advertising charge for hotel shuttles, making its average ground transportation fee 9 cents per passenger, one of the lowest in the nation.

Chicago's two airports are the lowest of the 50 largest in the U.S., both averaging about 2 cents per originating passenger.

Karen Pride, director of media relations for the Chicago Department of Aviation, refused to answer questions about the city's fees. But one possible reason for the lower fees is that many fliers avoid taxis. Both of Chicago's airports are directly connected to the city's subway system. According to data from the Chicago Transit Authority, more than 18,000 people a day use the train to catch their flight. That's nearly 1 of 5 passengers, according to AP calculations, although the data also includes any airport employees who use the train.

In the age of \$25 bag fees and additional charges to sit with your loved ones, these extra few dollars might not seem like much. But many fliers are sick of being charged for every little service, including getting a taxi home.

"For them to just tack on a charge like that is kind of adding insult to injury," said Lee Joseph, a flier from Portland, Ore. "It's like kicking people while they're down."

Scott Mayerowitz,

The Associate Press

Texans are some of America's worst drivers, study finds

By Mark David Smith

msmith@star-telegram.com

FORT WORTH

Use a little extra caution during your holiday travel — Texans are some of the worst drivers in America, a study found.

Car Insurance Comparison compiled statistics from a National Highway Traffic Safety Administration study to rank each state in terms of fatal car wrecks and their causes.

Texas tied for first with Louisiana after coming in fourth last year. According to the study, Texans aren't the worst at any one specific facet of driving, but ranked in the bottom 14 of all five categories.

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The study took five categories into account and ranked the Lone Star State third-worst in the country for drunk driving, ninth for speeding and ninth for fatalities rate per 100 million vehicle miles traveled. It fared a little better for careless driving and failure to obey.

The best drivers are in Minnesota, Vermont and Virginia, the study found.

The website noted that the largest correlation between one category and final ranking was careless driving, which includes distracted driving, such as using a cellphone. The smallest correlation between one category and the total number of fatal wrecks was failure to obey.

The Texas Department of Transportation recently urged Texans to “end the streak” of at least one traffic fatality every day since Nov. 7, 2000.

Mark David Smith: 817-390-7808, @MarkSmith_FWST

Read more here: <http://www.star-telegram.com/news/state/texas/article116615258.html#storylink=cpy>

Fort Worth councilwoman pushes 25 mph speed limits for neighborhoods

By Sandra Baker

sabaker@star-telegram.com

FORT WORTH

Councilwoman Ann Zadeh wants motorists to slow down driving through Fort Worth's neighborhoods.

So, as city leaders prepare for the upcoming state legislative session in Austin, the District 9 councilwoman is adamant that the city support a proposal to lower the default speed limit on residential streets in Texas from 30 mph to 25 mph.

But if that doesn't happen during the session that begins in January, Zadeh said she wants the Council to see what it would take to lower Fort Worth's speed limit on its own. The state sets the default speed limit for Texas roadways. That limit, which applies when no other speed limit is posted, is 30 mph on residential streets.

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Legislation that called for lowering that limit statewide never made it out of the Transportation Committee in 2015. The legislation was introduced by former Sen. Rodney Ellis, D-Houston. Fort Worth's governmental affairs staff said they believe the city of Houston will back a bill in the next session.

Zadeh said motorists speeding through Fort Worth neighborhoods has long been an issue. As the city becomes better-known for its health initiatives, encouraging fitness as well as pedestrian- and bike-friendly programs, Fort Worth should have a lower speed limit, she said.

I try to be a complete street-friendly driver when I am in my car. I drive with my windows down in order to feel my speed and how it is impacting the people around me.

Fort Worth Councilwoman Ann Zadeh

"I try to be a complete street-friendly driver when I am in my car," Zadeh said. "I drive with my windows down in order to feel my speed and how it is impacting the people around me."

Some Fort Worth neighborhoods do have 25 mph speed limits, but those have been in place for some time, said Doug Wiersig, Fort Worth's transportation and public works director.

Pedestrian safety

Zadeh points to studies that show that survivability rates for pedestrians and bicyclists struck by a car rise dramatically when car speed goes down.

In 2011, the AAA Foundation for Traffic Safety released a report stating that "it is well-established that the risk that a pedestrian struck by a vehicle will be injured or killed is related to the impact speed."

147 Pedestrian fatalities in Fort Worth, 2010-2014, according to the North Central Texas Council of Governments

One way to reduce the number of crashes is to restrict traffic speeds in areas where cars, pedestrians and cyclists share the road, the report said. About one in four pedestrians will not survive being hit by a car going about 30 mph, the report says.

Figures from the North Central Texas Council of Governments show that Fort Worth had 147 pedestrian fatalities and 1,548 bike/car crashes from 2010 to 2014.

Jason Lamers, chairman of the city's Pedestrian and Bicycle Advisory Commission, said the numbers are shocking and called the move to lower the default limit to 25 mph a positive one. But Lamers stressed that motorists need to change behavior as well.

We all need to understand safety needs to be a priority, especially as the city becomes more dense. Bikes and cars can be on the street together.

Jason Lamers, Fort Worth's Pedestrian and Bicycle Advisory Commission chairman

"Education will be key to a lot of that," Lamers said. "We all need to understand safety needs to be a priority, especially as the city becomes more dense. Bikes and cars can be on the street together."

Already, some crosswalks in Fort Worth are wider and have bold markings, making them more visible to motorists. And the use of traffic circles to reduce speeds is increasing.

20 mph limits?

Zadeh said she'd really prefer the default limit go down to 20 mph, the same as school-zone speeds. That would be a reduction of 10 mph, assuming motorists are driving the default limit.

“It would be ideal that people go as slow as possible through a neighborhood,” Zadeh said. “I was surprised to find out what the default speed limit was. I don’t know, though, if I can convince everyone that 20 miles per hour is fast enough.”

Fort Worth would not be alone in reducing the speed limit. In September, Seattle lowered its default speed limit on city streets to 20 mph, and in 2014, New York City did the same. Other cities nationwide have talked about it, including Minneapolis-St. Paul.

“Most people I know are on board for this,” Zadeh said. “Nobody wants to lose anybody or lose their own life. It’s all about looking at a roadway not just as a thoroughfare for cars. It’s about sharing the road and we all get there safe.”

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Read more here: <http://www.star-telegram.com/news/local/community/fort-worth/article117390773.html#storylink=cpy>

Texans fear Trump's highways plan will create more toll roads

The president-elect's proposals to expand and fix up U.S. highways seem to be a recipe for more toll roads. Texans from both parties hope to change that.

by Brandon Formby Nov. 25, 2016 12:01 AM

Part of president-elect Donald Trump's promise to create new jobs for Americans relies on a "deficit-neutral plan" to spend \$1 trillion on public works projects, including hundreds of billions for roads and rail.

But the strategy could result in something many Texans aren't going to like: more toll roads.

"Unfortunately that's the way I've read it," said state Sen. Don Huffines, R-Dallas, vice chair of the Texas Senate transportation committee.

There are also fears the plan could provide few new highway projects or road improvements to the state's vast rural areas. And the lack of details in the proposal has so far made it unclear how Texas' urban transit agencies could be affected.

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Trump's plan is already getting some opposition from his own party in Washington, D.C. In the Lone Star State, where residents have balked at a growing number of toll projects, state officials from both political parties are hoping the incoming president backs off reliance on the private sector.

"To be direct, it's a little scary and kind of contrary to where our current leadership in Texas has been going the last couple of years," said state Rep. Joe Pickett, D-El Paso, who chairs the Texas House transportation committee.

Under the current proposal, the \$1 trillion in infrastructure investment would come not from the government, but from private companies who would receive tax incentives for borrowing funds needed for construction costs, according to Trump's campaign and transition websites and a paper authored by two of his senior advisors.

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The private firms who build the roads, though, would expect a revenue stream to cover principal, interest and operating costs. And the most common way to create a revenue stream on a road is to toll it.

"To suggest public-private partnerships and relying on tolls, we've already kind of maxed those out," Pickett said.

Vocal toll road opponent Terri Hall of San Antonio is the executive director of Texans Uniting for Reform and Freedom, a group whose members are contacting Trump Chief of Staff Reince Priebus and asking the transition team to rethink the infrastructure plan. The Texas Tribune thanks its sponsors. Become one.

She said the proposal essentially privatizes the nation's roadways and opens a door to corruption.

"It reeks of cronyism, which Trump's campaign promise to 'drain the swamp' was supposed to get rid of," she said.

Amid shortfalls, Texas toll roads multiplied

Most transportation funding comes from federal and state gas taxes that drivers pay when they fuel up. But neither the United States or Texas gas tax rates have been increased in more than two decades, creating funding shortfalls that have been exacerbated by inflation and rising construction costs.

To fill the gaps that the gas tax revenues couldn't cover, Texas for years turned to toll projects to help fund new, widened and rebuilt highways. But there's been a recent statewide, bipartisan pushback against the proliferation of toll projects.

Texas residents and elected officials have vehemently fought a litany of such projects and have often succeeded in scrapping the tolling components or killing entire roads. Meanwhile, questions have arisen over how Texas drivers benefited from \$1 billion that several local entities spent developing a bevy of toll projects across the state. And the private company that operates a portion of tolled State Highway 130 in Central Texas filed for bankruptcy after lower-than-projected traffic created financial shortfalls.

After the Texas Department of Transportation studied how much it would cost to pay off the debt and remove tolls from roads across the state, lawmakers expressed frustration that the tally exceeded \$36.7 billion.

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Texas voters twice in the last two years approved constitutional amendments that would send more existing revenues to the state highway fund. Both provisions explicitly forbade the state from spending those dollars on any project that has a tolling component.

TxDOT officials said in a prepared statement that they look forward to working with Trump's administration on "critical infrastructure issues."

"As Texas continues to grow as one of the best places to work and live, transportation will remain a priority," the statement said.

Fatiguing urban regions, bypassing rural areas

Nowhere in Texas is there more toll fatigue than in the Dallas-Fort Worth area, where some affluent suburbs are reached by more toll roads than tax-funded highways. The region is also expected to soon become home to the nation's largest network of managed toll lanes, which are built alongside rebuilt or expanded tax-supported highway lanes.

But Michael Morris, transportation director for the North Central Texas Council of Governments that steers federal funding to projects in the region, said the Trump proposal's reliance on private money isn't concerning. Morris said Texas' urban areas will never have enough public funds to keep up with demand for more roads.

"So, the region has demonstrated for some time the benefits of leveraging transportation projects to develop a solution for providing mobility and a revenue stream to maintain infrastructure over time," he said.

Others, though, worry that rural areas will be left behind under the current proposal.

Geoff Anderson is the president and CEO of urban planning and development nonprofit Smart Growth America. He said that private firms aren't likely to view improving access to rural areas or rebuilding aging county roads as financially feasible or worthwhile.

"The projects that address those types of issues seldom have a revenue base," he said. Huffines, the Senate transportation committee vice chair, echoed Anderson's concerns. He also said that toll roads in urban areas will geographically segregate people by

income because only those Texans that can afford the added cost will live near such corridors.

"Those that can't are going to live in those areas where they don't have to go down toll roads," Huffines said.

Hopes for a change of course

Hall, the toll road opponent, said the proposal would create a regressive cost burden on working class and rural Americans who helped Trump win the election.

"It would likely get him in trouble with a voting bloc very early in his administration," she said.

Anderson of Smart Growth said the plan should have a better balance between public and private funding. Huffines said a good start would be for the federal government to send back to the Lone Star State all of the federal gas tax revenues that Texas drivers pay, a move he estimates would result in an extra \$800 million a year for transportation spending here.

"I would just be tickled pink if we could just get 100 cents on the dollar back," Huffines said.

Read more Tribune coverage:

- Dallas Mayor Mike Rawlings wants TxDOT to give a holistic analysis of the city's divisive Trinity Parkway toll road project.
- In the wake of a bankruptcy filing from a private company that operates a Texas toll road, North Carolina dispatched a top transportation official to Texas as his state began work on a similar project.

There's plenty to love (and not) about the TRE

BY GORDON DICKSON gdickson@star-telegram.com

On Dec. 30, 1996, the first Trinity Railway Express commuter train pulled out of Dallas — and in doing so showed that it was possible to get around North Texas without a car.

TRE was billed as the first commuter rail service to operate in the Southwestern United States. It started small, with only weekday passenger service in Dallas and Irving, but by 1998, Saturday service was added. By 2000, TRE extended to the Fort Worth/Hurst area and Richland Hills, and by 2001 it arrived in downtown Fort Worth.

Along the way, it has brought riders to Dallas/Fort Worth Airport, Dallas' Medical/Market Center and many points in between.

The ride has been mostly smooth, with a few bumps along the way.

So, to celebrate the 20th anniversary, the *Star-Telegram* offers 20 Things We Love and Don't Love about TRE:

1. GOOD (AND BAD) EATS

We love being able to eat on the train. Even though it's technically against the rules to bring food aboard, TRE employees generally look the other way, recognizing that in many cases the hour-long train ride is sometimes commuters' only chance to grab a bite.

We don't love when someone leaves their empty burger wrapper and uneaten fries on the seat.

2. MUSIC TO EVERYONE'S EARS

We love riding TRE with people heading to a concert. They're dressed up and excited about the night ahead.

We don't love riding TRE with people heading home from a concert, especially if they've had too much fun.

3. TWO-WHEEL FRIENDS

We love being able to take a bicycle on the train. In most cases, there's plenty of room near the handicap seats for a cyclist to sit next to his or her bike.

We don't love people bringing a bike onto a *full* train.

4. BALLS AND PUCKS

We love riding the train to Dallas Mavericks and Stars games. Not only is a round trip fare to Victory Station cheaper than the \$15 to \$30 it can cost to park near American Airlines Center, but the ride is hassle-free and offers an alternate way home for fans who have had too much to drink.

“The first time we rode it, we were hooked,” said Ann Kelley, 81, a retired executive secretary and Colleyville resident who has ridden the train to Mavs games for 11 years.

“It was comfortable. The bathrooms were immaculate. You could sit and watch as the train rides by all that traffic.”

We don’t love the loss of game trains. When TRE changed its schedule in late October, it did away with the trains that would wait outside Victory Station until 20 minutes after the game ended. Now, there are trains running as late as 12:05 a.m., but fans must wait outside in the elements for the rail cars to arrive.

5. SECURITY (OR LACK THEREOF)

We love the feeling of safety on board the train. The double-deck, Bombardier rail cars are clean. They (usually) smell nice. The seats are comfy.

We don’t love that, every now and then, an intoxicated or disruptive person gets on the train.

On a recent ride, Kelley said, a passenger who looked like he had just been in a fight was yelling and scaring passengers. A TRE employee eventually got him off the train at a station and met with police, but Kelley believes the situation could have been avoided if Fort Worth and Dallas police more frequently rode the entire length of the TRE line.

Bob Baulsir, Fort Worth Transportation Authority VP for commuter rail, said the agency is looking into broadening the training of TRE ticket checkers to help them respond to disruptive passengers.

6. NO FREE RIDES

Speaking of ticket checkers ...

We love that passengers don’t have to go through turnstiles to get on a train. Most riders hold monthly or annual passes, and therefore have ID cards that get them on the trains. For less frequent riders, there are ticket machines on all station platforms, and they take most credit cards as well as cash.

We don’t love that many people on TRE appear to be riding for free. Regulars say it irks them that they sometimes go for weeks without seeing a ticket checker on their train. Baulsir said TRE recognizes the need to increase ticket checking.

7. ANY GIVEN SUNDAY

We love that TRE is experimenting with running some Sunday trains, including one that took revelers to the recent Parade of Lights in downtown Fort Worth.

We don't love that it will likely be years before TRE adopts a permanent Sunday schedule. Come on, man! This is the 21st century. Give us Sunday service.

8. SCHEDULE CHANGES ... AGAIN

We love that the two agencies that co-own TRE, the Fort Worth Transportation Authority and Dallas Area Rapid Transit, have added train service. There are now 27 Dallas-bound trains leaving downtown Fort Worth each day.

We don't love how crowded some of the trains are these days. When TRE expanded its schedule, it spread out the trains so the service was more consistent throughout the day. But in doing so, it eliminated some of the rush-hour trains that came and went every 20 minutes — and now, with 30 minutes between trains, many of the rail cars are crammed with humanity during peak periods.

“Every seat is taken,” said Paul Golightly, a paralegal who lives in Fort Worth.

9. COLOR ME RED, WHITE AND BLUE

We love TRE's paint scheme. The red, white and blue Texas flag logo on the locomotives and Bombardier cars is a real eye-catcher.

We don't love that we hardly see the old, silverish Budd Rail Diesel Cars that ran on TRE tracks in its early years. What those post-World War II-era cars lacked in color, they made up for in style. (TRE still owns the Budd cars, but they're in storage.)

10. TOILET TALK

We love that TRE has restrooms in the cab car, and appreciate that the crew makes an effort to keep them clean.

We don't love that, on a recent trip the restroom door handle was jammed, making it impossible to lock the door. It's hard to hold that thing shut while doing one's business — especially while a train is in motion.

11. BRING ON TEX RAIL

We love that TRE has shown commuter rail can work in the Metroplex. Soon, it will connect to the region's second commuter line, TEX Rail, which is scheduled to open in late 2018 between Fort Worth, Grapevine and DFW Airport.

We don't love that TRE is a separate technology from DART's light-rail system, which has much further reach into Dallas-area neighborhoods.

12. TRANSIT-ORIENTED DEVELOPMENT

We love that several of TRE's stations are within walking distance of major employers, such as Bell Helicopter on the Hurst-Fort Worth border.

We don't love the lack of transit-oriented development. TRE hasn't been able to replicate the success of DART's Mockingbird Station.

13. GOOD NEIGHBORS

We love being closer to Dallas. On the west side of the region, we like to talk smack about our larger neighbor. But the truth is, there are a lot of fun museums, restaurants and other attractions accessible by train.

Outside of the stop in CentrePort, we don't love that TRE does little to bring Fort Worth closer to Arlington.

14. GOODBYE RICHLAND HILLS

We love how popular Richland Hills Station is. The lot has 480 parking spots, and on many days they're nearly all occupied.

We don't love that Richland Hills voters opted out of the Fort Worth Transportation Authority on Nov. 8. (Despite the election results, the TRE station will remain open.)

15. EASY RIDERS

We love that 7,383 people ride TRE on a typical weekday.

We don't love that that figure is actually down from TRE's best year — 2009, when average ridership was 9,870. Of course, that was in the era of \$3 to \$4-per-gallon gas.

16. TWO DOWNTOWN STATIONS

We love that TRE stops at both the ITC and T&P Stations in downtown Fort Worth.

We don't love the lack of a station closer to the city's West Seventh area.

17. MORE RESTAURANTS, PLEASE

We love that when TRE arrived in downtown Fort Worth the city opened up a new Intermodal Transportation Center at Ninth and Jones Streets. It's also the home of Amtrak, Greyhound, Enterprise Rent-A-Car and all the major T bus routes.

We don't love that there's only one restaurant, a Subway sandwich shop, in the ITC. Subway is solid, but we need variety!

18. WORKING WITH WI-FI

We love that Wi-fi is now a standard feature on TRE lines.

We don't love the limited bandwidth. When the train is crowded, forget about watching video.

19. PARK AND RIDE

We love being able to park for free in the TRE lots.

We don't love not being able to leave cars overnight.

20. TRAIN WITH A VIEW

We love most of the scenery that comes with riding the TRE, especially with the trees changing colors and the occasional pond with ducks.

We don't love the seeing the Arlington landfill in between Bell and CentrePort stations. But at least the windows are closed.

Staff writer Lee Williams contributed to this report.

Gordon Dickson: 817-390-7796, @gdickson

"THE FIRST TIME WE RODE IT, WE WERE HOOKED.
Ann Kelley, 81, of Colleyville

VIDEO

SEE A VIDEO ON THE TRE AT

STAR-TELEGRAM.COM

The NTTA Doesn't Want to Build the Trinity Parkway

Why is Dallas still pursuing a road that no one seems to want to build -- not even the road authority that has contracted with the city to build it?

BY [PETER SIMEK](#) PUBLISHED IN [FRONTBURNER](#) NOVEMBER 23, 2016 8:45 AM

Regardless of the [\\$50 million grant that is intended to kick start](#) the development of a new Trinity River Park, the future of the Trinity River Project [still revolves around the idea of building a toll road or parkway inside the river's flood plain](#). Throughout the long history of the Trinity River Project, that much hasn't changed.

At first, the rationale was that the construction of a road inside the Trinity River levees was what made funding of the construction of the park possible. In recent years, however, that equation has flipped. Lingering political support for the road is now an albatross around the neck of the park, and struggling efforts to incorporate the design and the funding of the road into the park project continue to delay a long-awaited public works project [that was approved, sans road, by the U.S. Army Corps of Engineers last year](#).

Now, even the contractual developer of that road, the North Texas Tollway Authority, is distancing itself from the Trinity road project, according to one member of the NTTA board who spoke to *D Magazine* but requested to not be named.

In recent months, Dallas Mayor Mike Rawlings has approached the NTTA about its willingness to continue to pursue the Trinity road project now that the road has been reimagined by a team of prominent designers that the mayor assembled last year. According to the NTTA board member, the requirements of building the newly reimagined road fell so far outside the parameters of the tollway authority's contractual obligation to the city that the NTTA determined it was no longer interested in pursuing the Trinity road project.

"What happened was, without dragging through the long history, our basic contractual obligation is to determine feasibility of the toll road," the board member said. "Through all of the moving around, that was always our focus. We came to the conclusion that that was not a feasible project and told the mayor. We were always open to conversation, but we are not going to participate going forward."

The NTTA's reason, in short, is that the road doesn't pencil out. And it's not that the new, meandering road imagined by the mayor's design team doesn't make financial sense. Alternative 3C – the huge, multi-lane, high-speed thoroughfare that was approved by the Federal Highway Administration – doesn't even make sense as a NTTA investment.

The approval of Alternative 3C by the Federal Highway Administration in April 2015 prompted the mayor to launch his effort to rethink the road and its potential impact on the park. It also

prompted the NTTA to re-crunch its numbers on the road. According to the board member, the NTTA determined the total potential revenue of the Trinity toll road, over its lifetime, was about \$200 million, nowhere near the total cost of the road, which is estimated to be around \$1.3 billion. And even if the new vision for the road cut the construction costs, potential toll revenue would also drop.

“That is not feasible under any toll road scenario,” the board member says.

Mayor Mike Rawlings says he has had several conversations with NTTA board chair Kenneth Barr about the feasibility of the road and the NTTA’s ongoing involvement. Rawlings says that he got the impression that the NTTA was still open to continuing the conversation.

“Basically what I was asking them was we have a winnowed down road, a smaller road that everyone feels comfortable with,” Rawlings says. “It is not going to have the ingresses and egresses, it may be a slower speed, and that’s really the nature of that — trying to get ducks in a row. The question was what needs to be done next. He felt like a further design was needed to take it to a 30-percent design.”

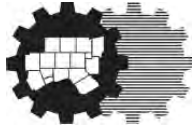
Barr did not return a phone call request for comment.

Funding plans for the Trinity road have always been complicated. Most recently, plans to fund the road [have included a convoluted tangle of city, state, and regional sources](#). As early as February 2015, the [Dallas Morning News reported that the NTTA was willing](#) to walk away from the project if the Dallas City Council decided not to pursue it.

In October, Rawlings sent [a letter](#) to Texas Department of Transportation Commissioner Victor Vandergriff asking for the state highway authority to look at the parkway as part of its [CityMAP](#) study. CityMAP is a TxDOT initiative to rethink the configuration of the highways that surround downtown Dallas. It has looked into the removal of I-345, the eastern portion of the downtown highway “ring,” as well as re-routing I-30 around downtown Dallas. When it launched, CityMAP elected to not include the Trinity Parkway in its study. Last month, TxDOT [presented a plan to ease north-south congestion on I-35](#) without adding a single lane of highway. Federal studies have also shown that the Trinity road project would increase traffic on city-center roads.

Rawlings says he wants CityMAP to look at the Trinity Road so that the traffic and congestion issues surrounding the road can be resolved. “I want to see this number issue put to bed for once and for all,” Rawlings says. “I’m getting a lot of people very concerned about the congestion in the city, a lot of work has been done on this road. But if for some reason we don’t need a road, why should the state spend all this money?”

Perhaps there’s another question to ask: regardless of the pressure from those who still want the road and the years of effort that have gone into imagining and re-imagining it, who, exactly, is still willing to spend money on the road?



North Central Texas
Council of Governments

PRESS RELEASE

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Regional 10-Year Project List, Outreach to be Explored at Public Meetings Nov. 7-15

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

Nov. 03, 2016 (Arlington, Texas) – The regional 10-year plan project list and public involvement techniques will be discussed during public meetings at 6:30 p.m. Nov. 7 in Richardson, 2:30 p.m. Nov. 9 in Arlington and 6:30 p.m. Nov. 15 in Fort Worth.

House Bill 20 was recently passed by the 84th Texas Legislature and requires that regions develop a 10-year plan to identify major projects to be implemented over that time frame. In June 2016, staff began working on the 10-year planning effort in coordination with regional partners and the Texas Department of Transportation District offices. A draft of the regional 10-year plan project list and map as well as details on the project prioritization process will be presented for public review and comment.

Additionally, the NCTCOG Transportation Department seeks to inform North Texans about transportation and air quality projects and planning and involve them in the decision-making process. Staff will present attendees with an overview of outreach and communications efforts outlined in the Public Participation Plan as well as address changing communications trends.

Other topics to be discussed at the meetings include the end of the 2016 ozone season and Conformity approval for Mobility 2040.

Following the public meeting in Arlington, a video recording will be available online at NCTCOG.org/input.

Public Meeting Details

Monday, Nov. 7, 2016

6:30 p.m.
Richardson
Civic Center
411 W. Arapaho Road
Richardson, TX 75080

Wednesday, Nov. 9, 2016

2:30 p.m.
North Central Texas
Council of Governments
616 Six Flags Drive
Arlington, TX 76011

Tuesday, Nov. 15, 2016

6:30 p.m.
Ella Mae Shamblee
Public Library
1062 Evans Avenue
Fort Worth, TX 76104

About the North Central Texas Council of Governments:

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

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

About the Regional Transportation Council:

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

#

D-FW sets pace for job growth

Area's percentage gain is highest among 12 largest metro regions in U.S.

By JILL COWAN
Staff Writer jcowan@dallasnews.com

While economists marveled at the speed of Texas' rebound from the recent oil bust, a new analysis showed that the recovery was powered in large part by Dallas-Fort Worth's status as a magnet for high-paying work.

D-FW's annual growth rate in September was 3.6 percent — far and away the highest among the nation's 12 biggest metropolitan areas, the U.S. Bureau of Labor Statistics reported Tuesday.

Houston, which economists say has struggled as energy jobs have continued to disappear, was at the bottom of the list, with a growth rate of 0.7 percent over the year.

That's compared with the national rate of 1.7 percent.

Nine out of the 12 metro areas in the report exceeded that rate. Atlanta — which has topped the list in recent months — came in second to Dallas, with a growth rate of 2.9 percent.

And while the pace of small-business job growth declined statewide, Dallas remained in solid growth mode. Houston's numbers indicated small-business job losses, according to Paychex, a payroll and human resources company that tracks small-business employment.

Still, Cheryl Abbot, regional economist with the BLS, noted that Houston's economy is more balanced today than in previous oil busts and that allowed its growth to inch up in recent months, rather than fueling a continued slide.

"I think just about anyone who tracks economic movement probably expected to see over-the-year declines in the Houston area because of what's going on with petroleum prices," she said. "Looking at their over-the-year rate of growth — in May, it was just 0.1 percent, but it was positive."

Part of that was driven by Houston's growth in leisure and hospitality jobs, Abbot said.

Across the country, she said, job gains in white-collar sectors like business and professional services were promising for the broader economy.

That was certainly true in surging D-FW, where the sector added 27,000 jobs over the year.

"Looking at the Dallas data, what I noticed was that a couple of high-paying super-sectors moved up in local growth rankings," Abbot said. "Leisure and hospitality is still growing at a slightly above average rate. ... I just don't think [it] could've maintained its peak [growth rate of 8.5 percent]."

Although trade, transportation and utilities added the most jobs by raw numbers over the year, at 36,500, it's also the biggest job sector in the region, Abbot said.

Business and professional services outpaced a boom in leisure and hospitality jobs, which peaked early this year.

The BLS report also highlighted the results of the region's efforts to woo thousands of new corporate jobs.

It broke out job gains in the Dallas-Plano-Irving area, as compared with the Fort Worth-Arlington area, and concluded it was a “leading contributor” to professional services employment growth, with a gain of 7,500 in the computer systems design and services industry.

That’s an 11.5 percent increase over the year, the BLS said.

The report also found that the Dallas-Plano-Irving metro division, as the bureau calls it, accounted for 71 percent of the region’s job growth over the year.

That divide, economists have said, likely stems from Fort Worth’s closer ties to the energy industry and greater reliance on manufacturing and construction jobs, which have only recently begun to bounce back from the energy crash.

Locally, the Fort Worth-Arlington metro division actually contributed to a small regional boost over the year in mining, logging and construction jobs as of September.

The sector grew by 2.5 percent in the D-FW area, its fastest annual growth rate since June 2015.

Twitter: @JillCowan

EAST- WEST EQUITY SHARE (SAFETEA-LU and MAP-21)

East- West Equity Share (SAFETEA-LU and MAP-21)	Cumulative Total (\$ in Millions)	
	WEST	EAST
SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48
MAP-21 East West Equity Total	\$320.98	\$847.62
Cumulative Total	\$970.74	\$2,406.10
Percentage Shares	28.75%	71.25%

- Funding and percentages provided are current as of September 2016.
- Staff proposes to move the East-West equity balance closer to the preferred distribution through this effort.

DRAFT

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
FY 2017 - FY 2026

County	Facility	Limits	Comments	Proposed Funding	FY 2017 - FY 2026									Path A, B, or C
					1	2	3	4	5	6	7	8	9	
					Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 4 Hunt	Cat 12 FTW	Cat 12 DAL	Cat 12 Hunt	
					\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0	
Collin	FM 2478	FM 1461 to US 380 (Prosper)	US 380/McKinney Bypass Candidate Project; Collin County Roadway Action Plan #3	\$32,600,000		\$32,600,000								C
Collin	FM 2514	East of Lavon Parkway to North of Drain Dr.	North/South Arterial Candidate Project; Collin County Roadway Action Plan #4	\$9,546,278		\$9,546,278								C
Collin	FM 2514	North of Drain Dr. to Brown St.	North/South Arterial Candidate Project; Collin County Roadway Action Plan #4	\$17,249,746		\$17,249,746								C
Collin	FM 2551	FM 2170 to FM 2514 (Allen/Lucas/Parker)	North/South Arterial Candidate Project; Collin County Roadway Action Plan #4; On Prop 1 List in FY 2018	\$38,099,111		\$38,099,111								C
Collin	North/South Arterial	West of Lake Lavon	Collin County Roadway Action Plan #4	\$200,000,000		\$100,000,000						\$100,000,000		C
Collin	Regional Outer Loop	DNT to SH 121	Collin County Roadway Action Plan #2	\$100,000,000	-	\$100,000,000	-	-		-	-	-	-	A
Collin	Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial	Collin County Roadway Action Plan #4; Other candidate projects TBD	\$50,000,000	-	\$50,000,000	-	-		-	-	-	-	A
Collin	SH 121	Collin County Outer Loop to N of FM 455		\$50,329,445					\$50,329,445					C
Collin	SH 205	SH 78 to Rockwall Co. Line	North/South Arterial Candidate Project; Collin County Roadway Action Plan #4	\$28,654,950		\$28,654,950								C
Collin	SH 5	Frisco Rd to Spur 399		\$10,000,000		\$10,000,000								C
Collin	SH 5	Spur 399 to FM 546	On Prop 1 List in FY 2018; Widen plus grade separation	\$26,000,000	-	\$26,000,000	-	-	-	-	-	-	-	C
Collin	SH 5	FM 546 to SH 121		\$44,000,000		\$44,000,000								C
Collin	US 380	Denton County Line to Hunt County Line	Includes McKinney Bypass; Other candidate projects TBD; Collin County Roadway Action Plan #3	\$252,000,000	-	\$70,000,000	-	-	\$150,000,000	-	-	\$32,000,000	-	C
Collin	US 75	SRT (SH 121) (S) to Exchange Pkwy	Ridgeview Parkway Interchange Reconstruction	\$25,000,000	-	-	-	-	-	-	-	\$25,000,000	-	A
Collin	US 75	CR 370 (Rosamond Pkwy) Interchange		\$22,000,000		\$22,000,000								A
Collin	US 75	At FM 455 in Anna	Cost overrun; State funds only	\$2,300,000	-	\$2,300,000	-	-						A
Total Funding - Collin County														\$907,779,530
Dallas	IH 20	Duncanville Rd. to US 67	Frontage roads and ramp reversals; Enhanced IH 20/SW Center Mall Access	\$20,000,000	-	\$20,000,000	-	-	-	-	-	-	-	A
Dallas	IH 30	IH 35E to Central Expressway	CityMAP	\$12,500,000	-	-	-	-	-	-	-	\$12,500,000	-	B
Dallas	IH 30	Central Expressway to IH 45	CityMAP	\$12,500,000	-	-	-	-	-	-	-	\$12,500,000	-	B
Dallas	IH 30	IH 45 to US 80	CityMAP	\$25,000,000	-	-	-	-	-	-	-	\$25,000,000	-	B
Dallas	IH 30	Bass Pro to East of Dalrock	Interim Frontage Roads/Bridges at Bayside	\$127,574,879	-	-	-	-	\$127,574,879	-	-		-	B
Dallas	IH 30	SH 161 to NW 7th Street	On Prop 1 List in FY 2019; Construct 0 to 4 lane frontage roads	\$27,000,000	-	-	-	-	\$27,000,000	-	-	-	-	A

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
FY 2017 - FY 2026

County	Facility	Limits	Comments	Proposed Funding	FY 2017 - FY 2026									Path A, B, or C
					1	2	3	4	5	6	7	8	9	
					Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 4 Hunt	Cat 12 FTW	Cat 12 DAL	Cat 12 Hunt	
					\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0	
Dallas	IH 30	NW 7th Street to Belt Line Road	On Prop 1 List in FY 2019; Construct 0 to 4 lane frontage roads	\$11,000,000	-	-	-	-	\$11,000,000	-	-	-	-	A
Dallas	IH 30	At SL 12	Phased direct connectors as part of the partial IH 30 interchange	\$50,000,000	-	-	-	-	-	-	-	\$50,000,000	-	A
Dallas	IH 30	Great Southwest Parkway to PGBT Western Extension (SH 161)	360 Interchange Under Construction; Frontage Road/Managed Lane Needs	\$10,000,000		\$10,000,000	-		-	-	-	-	-	A
Dallas	IH 35E	US 67 to IH 20	Southern Gateway Final Phase (Non-tolled Managed Lanes)	\$55,000,000	-	-	-	-	\$55,000,000	-	-	-	-	A
Dallas	IH 35E	IH 635 to Denton County Line		\$262,044,414		\$262,044,414								A
Dallas	IH 45 (near US 175) - SM Wright Phase 2B	Lenway St. to Good Latimer	On Prop 1 List in FY 2019; Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	\$20,956,260	-	\$20,956,260	-	-	-	-	-	-	-	A
Dallas	IH 635	At Skillman/Audelia	On Prop 1 List in FY 2019; Interchange improvements	\$65,000,000	-	\$65,000,000	-	-	-	-	-	-	-	A
Dallas	IH 635 (E)	US 75 to Royal/Miller Rd.	Anticipate investment from the private sector	\$50,000,000	-	\$50,000,000	-	-	-	-	-	-	-	B
Dallas	IH 635 (E)	Royal/Miller Rd. to SH 78		\$262,738,800	-	-	-	-	-	-	-	\$262,738,800	-	B
Dallas	IH 635 (E)	SH 78 to IH 30	Does not include the interchange at IH 30	\$450,000,000	-	\$100,000,000	-	-	\$200,000,000	-	-	\$150,000,000	-	B
Dallas	Loop 9	IH 35E to IH 45	\$49M in construction funds have already been approved by the RTC. Propose to fund the remaining \$93,000,000 through this effort.	\$93,000,000								\$93,000,000		A
Dallas	SH 161	PGBT/ Belt Line Rd. to SH 183	Non-tolled segment; Widening to 8 mainlanes	\$62,000,000	-		-	-	-	-	-	\$62,000,000	-	A
Dallas	SH 183	PGBT Western Extension (SH 161) to SL 12	Under construction; \$220 million for Belt Line B; \$30 million for Irving Wishbone	\$250,000,000	-	\$250,000,000	-	-	-	-	-	-	-	A
Dallas	SH 183	SL 12 to SH 114	Frontage roads	\$70,000,000	-	\$70,000,000	-	-	-	-	-	-	-	A
Dallas	SH 183	SH 114 to Empire Central	Frontage roads	\$50,000,000	-	\$50,000,000	-	-	-	-	-	-	-	A
Dallas	SH 183	Empire Central to IH 35E	Frontage roads	\$50,000,000	-	\$50,000,000	-	-	-	-	-	-	-	A
Dallas	SH 310 (near US 175) - SM Wright Phase 2B	Pennsylvania Avenue to North of Al Lipscomb Way	On Prop 1 List in FY 2019; Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	\$9,500,000	-	\$9,500,000	-	-	-	-	-	-	-	A
Dallas	SH 78	At Gaston	On Prop 1 List in FY 2019; Intersection improvements	\$4,500,000	-	\$4,500,000	-	-	-	-	-	-	-	C
Dallas	US 175	West of East Malloy Bridge Rd. to Kaufman County Line	On Prop 1 List in FY 2019; Ramp modifications	\$1,800,000	-	\$1,800,000	-	-	-	-	-	-	-	A
Dallas	US 80	IH 635 to Kaufman County Line	Pending IH 30 East Corridor Study	\$205,000,000	-	-	-	-	\$205,000,000	-	-	-	-	B
Dallas	Dallas County Contingency		Contingency for Dallas County projects	\$300,000,000								\$300,000,000		A/B
				Total Funding - Dallas County										\$2,557,114,353

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					\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0	
Denton	FM 455	West of FM 2450 to East of Marion Road	On Prop 1 List in FY 2019; Widen 2 lane rural highway to 4 lane divided urban	\$33,000,000	-	\$33,000,000	-	-	-	-	-	-	-	C
Denton	Greenbelt/Regional Outer Loop	At FM 428	Upgrade of FM 428 crossing over Elm Fork Trinity River near Aubrey (Future Greenbelt Parkway)	\$50,000,000		\$50,000,000								A
Denton	IH 35E	Corinth Parkway to FM 407	35Express next phase; Replacement of Northbound bridge over Lake Lewisville	\$150,000,000	-	\$150,000,000	-	-	-	-	-	-	-	A
Denton	IH 35E	FM 407 to Dallas County Line	Phase 2	\$164,000,000	-	\$164,000,000	-	-	-	-	-	-	-	A
Denton	US 380	SL 288 to US 377/US 380 Intersection	On Prop 1 List in FY 2019; Add raised median, right turn lanes, and restripe for shared use	\$15,122,627	-	\$15,122,627	-	-	-	-	-	-	-	C
Denton	US 380	US 377 to CR 26 (Collin County Line)	On Prop 1 List in FY 2019; Widen 4 to 6 divided urban w/intersection improvements; Already has \$14,277,120 Cat 7 (Propose to remove and backfill w/Category 2)	\$87,650,941	-	\$87,650,941	-	-	-	-	-	-	-	C
Total Funding - Denton County														\$499,773,568
Ellis	FM 1387	FM 664 to N Midlothian Pkwy	Widening	\$25,000,000	-	\$25,000,000	-	-	-	-	-	-	-	C
Ellis	FM 664	At IH 35	Construct interchange	\$25,000,000								\$25,000,000		A
Ellis	FM 664	At IH 45	Construct interchange	\$34,000,000								\$34,000,000		A
Ellis	FM 664	Westmoreland Rd to FM 1378	Widening	\$25,000,000		\$25,000,000								C
Ellis	FM 664	IH 35E to IH 45	Widening	\$25,000,000	-	\$25,000,000	-	-	-	-	-	-	-	C
Ellis	IH 35E	US 77 North to US 77 South (IH 35E Waxahachie CAP/MAIN Phase 2)		\$42,000,000	-		-	-	\$42,000,000	-	-	-	-	A
Ellis	US 287	at Walnut Grove Road	On Prop 1 List in FY 2019; Construct interchange	\$21,800,000	-		-	-	\$21,800,000	-	-	-	-	A
Total Funding - Ellis County														\$197,800,000
Hood	US 377	Cresson Bypass	\$11M local previously committed	\$37,000,000	\$37,000,000									A
Total Funding - Hood County														\$37,000,000
Hunt	FM 1570	IH 30 to SH 66	On Prop 1 List in FY 2019	\$15,000,000	-	-	\$15,000,000	-	-	-	-	-	-	C
Hunt	FM 2642	FM 35 to SH 66		\$5,550,000	-	-	\$5,550,000	-	-	-	-	-	-	C
Hunt	IH 30	At FM 1570	Interchange	\$15,550,000	-	-	\$15,550,000	-	-	-	-	-	-	B
Hunt	SH 24	University Drive to Jackson Street		\$4,900,000	-	-	\$4,900,000	-	-	-	-	-	-	C
Hunt	SH 276	West of FM 36 to SH 34	On Prop 1 List in FY 2018; Construct 0 to 5 lane facility on new location (Quinlan Bypass)	\$9,000,000	-	-	\$9,000,000	-	-	-	-	-	-	C
Total Funding - Hunt County														\$50,000,000
Johnson	FM 157	BU 287P (S of Mansfield) to US 67		\$78,000,000	\$78,000,000									C

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
FY 2017 - FY 2026

County	Facility	Limits	Comments	Proposed Funding	FY 2017 - FY 2026									Path A, B, or C
					1	2	3	4	5	6	7	8	9	
					Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 4 Hunt	Cat 12 FTW	Cat 12 DAL	Cat 12 Hunt	
					\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0	
Johnson	FM 157	US 67 to 7th St		\$3,948,505	\$3,948,505									C
Johnson	FM 917	BNSF RR in Joshua to SH 174	On Prop 1 List in FY 2019	\$13,000,000	\$13,000,000	-	-	-	-	-	-	-	-	C
Johnson	IH 35W	Ricky Lane to US 67	On Prop 1 List in FY 2018; Reconstruct interchange and convert frontage roads to one way	\$15,000,000	-	-	-	\$15,000,000						A
Total Funding - Johnson County														\$109,948,505
Kaufman	FM 548	SH 205 (Rockwall Co. Line) to North of US 80		\$41,720,000		\$41,720,000								C
Kaufman	US 175	FM 148 to CR 4106	On Prop 1 List in FY 2018	\$11,100,000	-	\$11,100,000	-	-	-	-	-	-	-	A
Kaufman	US 175	Dallas County Line to East of FM 1389	On Prop 1 List in FY 2019; Ramp modifications	\$2,000,000	-	\$2,000,000	-	-	-	-	-	-	-	A
Kaufman	US 80	Lawson Rd. to FM 460	Pending IH 30 East Corridor Study	\$116,982,076	-	-	-	-	\$116,982,076	-	-	-	-	B
Total Funding - Kaufman County														\$171,802,076
Parker	FM 51	At Walnut Creek	On Prop 1 List in FY 2018	\$12,000,000	\$12,000,000	-	-	-	-	-	-	-	-	C
Parker	IH 20	FM 2552 to Centerpoint Dr	IH 20/IH 30 CAP/MAIN (Focus Zone #1)	\$21,000,000	-	-	-	\$21,000,000	-	-	-	-	-	A
Parker	IH 20/IH 30	FM 1187/FM 3325 to Walsh Ranch Parkway	IH 20/IH 30 CAP/MAIN (Focus Zone #2)	\$27,800,000				\$27,800,000						A
Total Funding - Parker County														\$60,800,000
Rockwall	FM 548	SH 205 to Rockwall County Line		\$1,000,000		\$1,000,000								C
Rockwall	IH 30	SH 205 to Hunt Co. Line	Includes 2/3-lane frontage road reconstruction between FM 740 and SH 205	\$232,000,000	-	-	-	-	\$32,000,000	-	-	\$200,000,000	-	B
Rockwall	SH 205/John King Blvd	Collin Co. Line to SH 66/IH 30	North/South Arterial Candidate Project (Collin County)	\$32,115,673		\$32,115,673								C
Total Funding - Rockwall County														\$265,115,673
Tarrant	FM 156	US 81/287 to Watauga Rd. (McElroy)	On Prop 1 List in FY 2018; Widen to 4 lane divided; Currently funded w/\$12,555,000 Cat 7 (Propose to remove and backfill with Category 2)	\$40,000,000	\$40,000,000	-	-	-	-	-	-	-	-	C
Tarrant	IH 20	At Chisholm Trail Parkway	Direct connector ramps only	\$31,085,095	\$31,085,095	-	-	-	-	-	-	-	-	A
Tarrant	IH 20	Matlock Rd. to SH 360	Auxiliary lanes; May also include eastbound frontage roads from Park Springs to Bowen	\$50,000,000	-	-	-	\$50,000,000	-	-	-	-	-	B
Tarrant	IH 20	IH 820 to US 287	Southeast Corridor; Non-tolled Managed Lanes	\$228,000,000	\$125,000,000	-	-	\$103,000,000	-	-	-	-	-	B
Tarrant	IH 20	US 287 to Park Springs Blvd	Southeast Corridor; Non-tolled Managed Lanes	\$50,000,000	-	-	-	\$50,000,000	-	-	-	-	-	B

10-Year Plan Cost/Revenue Matrix for the Dallas-Fort Worth Region
FY 2017 - FY 2026

County	Facility	Limits	Comments	Proposed Funding	FY 2017 - FY 2026									Path A, B, or C
					1	2	3	4	5	6	7	8	9	
					Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 4 Hunt	Cat 12 FTW	Cat 12 DAL	Cat 12 Hunt	
					\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0	
Tarrant	IH 30	IH 820 to Camp Bowie Blvd	IH 20/IH 30 CAP/MAIN (Focus Zone #4)	\$150,000,000	\$150,000,000	-	-	-	-	-	-	-	-	B
Tarrant	IH 30	Linkcrest Dr to IH 820	On Prop 1 List in FY 2018-2019; IH 20/IH 30 CAP/MAIN (Focus Zone #3)	\$72,000,000	-	-	-	\$72,000,000	-	-	-	-	-	A
Tarrant	IH 30	Cooper St to Great Southwest Pkwy	Pending High Speed Rail; 360 Interchange Under Construction; Frontage Road/Managed Lane Needs	\$80,000,000	-	-	-	\$80,000,000	-	-	-	-	-	A
Tarrant	IH 820 (SE)	Meadowbrook Dr. to US 287	Southeast Corridor; Non-tolled Managed Lanes	\$231,171,200	\$100,000,000	-	-	-	-	-	\$131,171,200	-	-	B
Tarrant	IH 820 (SE)	US 287 to IH 20	Southeast Corridor; Non-tolled Managed Lanes	\$150,000,000	-	-	-	-	-	-	\$150,000,000	-	-	B
Tarrant	Lancaster Avenue/SH 180	IH 35W to IH 820	Proposed partnership with the City of Fort Worth, TxDOT, and the RTC	\$50,000,000	\$50,000,000									C
Tarrant	SH 114	FM 1938 (Davis Blvd) to Dove Road	New frontage roads, intersection/U-turn improvements, ramps, and auxiliary lanes	\$20,000,000	\$20,000,000	-	-	-	-	-	-	-	-	A
Tarrant	SH 121	Stars And Stripes Blvd to FM 2499	LBJ Interchange at DFW Connector	\$70,000,000	-	-	-	-	-	-	\$70,000,000	-	-	A
Tarrant	SH 121	FM 2499 to IH 635	LBJ Interchange at DFW Connector	\$150,000,000	-	-	-	-	-	-	\$150,000,000	-	-	A
Tarrant	SH 121	IH 635 to SH 114	LBJ Interchange at DFW Connector	\$150,000,000	-	-	-	-	-	-	\$150,000,000	-	-	A
Tarrant	SH 121	Hall Johnson to SH 183		\$25,000,000	\$25,000,000									B
Tarrant	SH 199	FM 1886 to Lake Worth		\$115,000,000	\$45,006,400			\$69,993,600						B
Tarrant	SH 199	Lake Worth to IH 820		\$200,000,000	\$200,000,000									B
Tarrant	SH 199	South of IH 820		\$100,000,000	\$100,000,000									C
Tarrant	SH 360	SH 183 to Post N Paddock Rd.	CAP/MAIN	\$20,000,000	\$20,000,000	-	-	-	-	-	-	-	-	B
Tarrant	SH 360	IH 30 to IH 20	CAP/MAIN; Widen to 8 mainlanes	\$95,000,000	\$95,000,000	-	-	-	-	-	-	-	-	B
Tarrant	SH 360	South of IH 20	Contingency	\$20,000,000	\$20,000,000									B
Total Funding - Tarrant County														\$2,097,256,295
Wise	FM 1810	1.5 miles W of US 81/287 to US 287		\$30,000,000	\$30,000,000									C
Total Funding - Wise County														\$30,000,000
Total Proposed Funding				\$6,984,390,000	\$1,195,040,000	\$2,176,960,000	\$50,000,000	\$488,793,600	\$1,038,686,400	\$0	\$651,171,200	\$1,383,738,800	\$0	
Total Amount Remaining for Programming				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Allocation				\$6,984,390,000										

REGIONAL 10-YEAR PLAN AND NEXT DECADE OF PROJECTS

Regional Transportation
Council

December 8, 2016



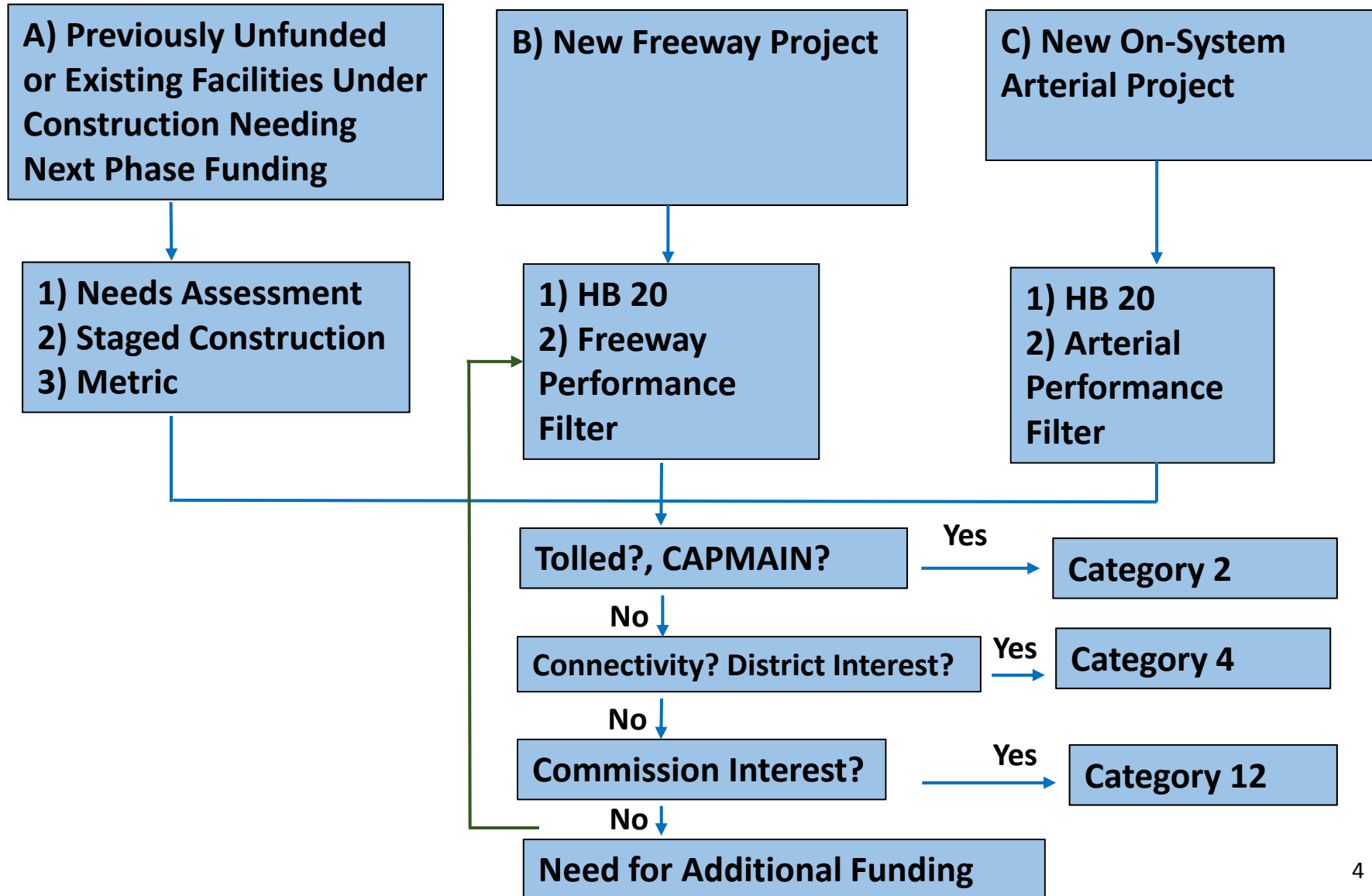
POLICY SUMMARY

- Thank the Texas Transportation Commission for formula funds.
- Thank the Legislature and the public for new revenues.
- Assumes legislative minimums are met.
- Adds evidence that urban congestion is not fully addressed:
 - Opens up question on State allocations.
 - Demonstrates need for innovative funding tools.
 - Demonstrates need for additional revenues in next Legislative Session.

REGIONAL FUNDING ALLOCATION FROM FY 2017 to FY 2026

- TIP funding categories for project selection
 - Category 2 – Urban Mobility Corridors (RTC)
 - Category 4 – Statewide Connectivity (TxDOT Districts)
 - Category 12 – Commission Strategic Priority (TTC)
- Projects being evaluated in “three paths”
 - A) Previously unfunded commitments or existing facilities under construction needing next phase funding
 - B) New freeway projects
 - C) New on-system arterial projects

PROJECT PRIORITIZATION: PROCESS OF FILLING FUNDING BUCKETS



REGIONAL FUNDING ALLOCATION FROM FY 2017 to FY 2026¹

DRAFT

with Equity Share Adjustments

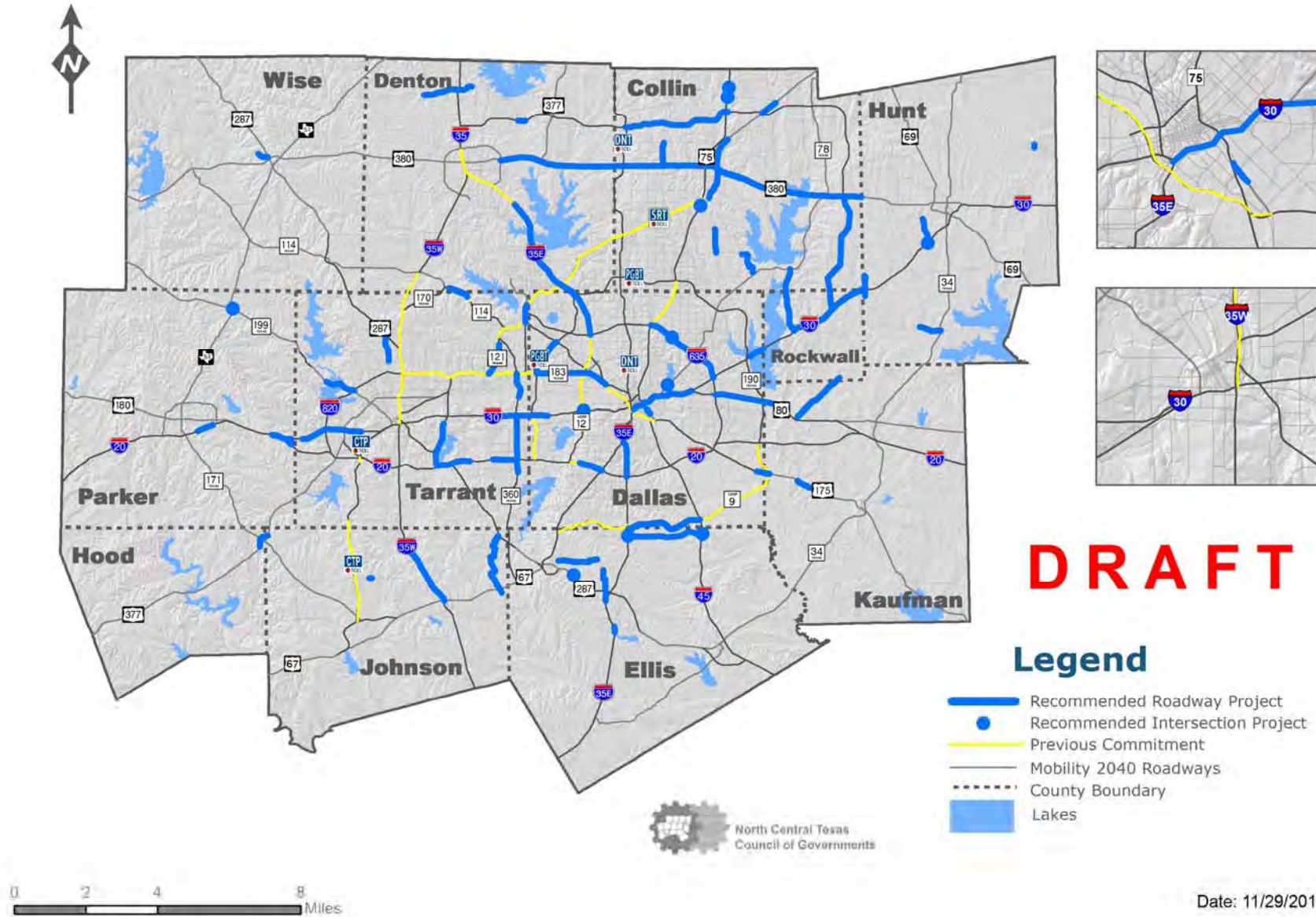
(MOVE \$100M EQUITY SHARE)

FUNDING CATEGORY	WEST (\$ IN BILLIONS)	EAST (\$ IN BILLIONS)	TOTAL (\$ IN BILLIONS)
CAT 2: Metropolitan Corridor ²	\$1.10 \$1.20	\$2.32 \$2.22	\$3.42
CAT 4: Connectivity Corridor	\$0.49	\$1.04	\$1.53
CAT 12: Strategic Priority “Clear Lane”	\$0.65	\$1.38	\$2.03
TOTAL	\$2.34	\$4.64	\$6.98

- Categories 2, 4, and 12 funds are distributed 32 percent in the West and 68 percent in the East. The regional funding distribution will be revisited in 2017.
- Propose to adjust Category 2 funds to balance the East/West equity. The proposed changes are denoted by the red numbers.

10-Year Plan Projects

FY 2017 - FY 2026



PROPOSED PROGRAMMING BY COUNTY DRAFT

West	
County	Proposed Programming
Hood	\$37,000,000
Johnson	\$109,948,505
Parker	\$60,800,000
Tarrant	\$2,097,256,295
Wise	\$30,000,000
Total	\$2,335,004,800
East	
County	Proposed Programming
Collin	\$907,779,530
Dallas	\$2,557,114,353
Denton	\$499,773,568
Ellis	\$197,800,000
Hunt	\$50,000,000
Kaufman	\$171,802,076
Rockwall	\$265,115,673
Total	\$4,649,385,200
Total Allocation	\$6,984,390,000

CREATING SYSTEM FOR USERS: IH 35E NORTH OF IH 635

Funding	Phase 1	Phase 2 (Draft)
IH 35E Denton County	✓	\$314 M
TIFIA Loan	✓ \$285 M 35 Year Note (Repaid using Denton Managed Lane Revenues)	Some Excess Revenue
IH 35E Dallas County	✓ (Partially funded)	\$262 M for IH 35E Dallas County
IH 35E Managed Lane Revenue in Dallas County	N/A	Yes
Connection Within IH 635 Interchange	✓	Apply Excess Revenue
Potential CDA Along Entire Corridor	No	Yes
\$300 Million Contingency	N/A	?

Denton County Residents Need to Get to LBJ

Note: ✓ denotes that the project is funded.

PROJECT SELECTION SUMMARY

- The Commission picks Category 12 projects.
- Many projects are not funded (e.g., IH 635 East at IH 30)
- Denton County benefits from IH 35E improvements in Dallas County.
- Collin County is \$400M more than Denton County.
- Category “A” Projects received priority (Under Construction)
- IH 35E in Dallas County (North of IH 635 to Denton County Line) receiving \$262M (Will also get \$200M from innovative finance arrangement from revenue inside the IH 635 interchange)
- Need IH 635 CDA from US 75 to Royal/Miller (Allocating \$50M only)
- Category 12 contingency for \$300M in the East.

PROJECT SELECTION SUMMARY, CONT.

- Dallas slightly under-funded; Propose a City of Dallas 2017 Bond Program partnership using CMAQ/STP-MM funds.
- Hunt County allocation and projects are under review.
- Rockwall and Ellis Counties over the target due to ongoing construction projects.
- Projects balance East/West with \$100M addition to the West.
- Projects balance to available revenue in Categories 2, 4, & 12.
- Sum of proposed projects approximate target totals.
- Estimated Year of Expenditures (YOE) would still need to occur.
- These are new construction funds.
- Proposition 1 funds previously identified for these projects are being replaced with funds from this effort (as Proposition 1 funds in future years are uncertain).

NEXT STEPS

- Balance project needs with available resources and YOE
- Submit to TxDOT headquarters to fulfill the HB 20 requirements
- Monitor TTC approval, bring back any needed adjustments, then proceed with the needed Transportation Improvement Program (TIP) action.

COMMENTS AND CHANGES SINCE FIRST READING

- Limit Changes
 - SH 114 in Tarrant County
 - Previous: from Trophy Lake Drive to Kirkwood Blvd.
 - Proposed: from FM 1938 (Davis Blvd.) to Dove Road
 - IH 20 in Dallas County
 - Previous: from Cedar Ridge Drive to US 67
 - Proposed: from Duncanville Road to US 67
- The full inventory of public comments is available in the blue-sheeted public involvement handout.

PROPOSED ACTION

- RTC approval:
 - The 10-Year Map and Projects to be funded with Category 2, 4, or 12 funds.
 - Move \$100M in Category 2 funds from the East to the West to balance East-West Equity.
 - Transmit projects and thank you letters.

TIMELINE

Date	Action
June 2016	TTC announced new Category 2 Funds
July 2016	Introduced 10-year plan process to STTC for information
August 2016	Introduced 10-year plan process to RTC for information
September 2016	NCTCOG Public Meetings: 10-Year Plan Process (September 12, 14, & 20)
October 2016	STTC for Information Item RTC for Information Item NCTCOG/TXDOT consensus on preliminary project list
November 2016	RTC first reading NCTCOG Public Meetings: Project List (November 7, 9, and 15)
December 2016	STTC Action RTC Final Action
December 15th 2016	TTC Briefing

CONTACT/QUESTIONS?

MTP Coordination:

Dan Lamers, P.E.
Senior Program Manager
Ph: (817) 695-9263
dlamers@nctcog.org

Elizabeth Whitaker, AICP
Principal Transportation Planner
Ph: (817) 608-2324
ewhitaker@nctcog.org

Project Funding:

Christie J. Gotti
Senior Program Manager
Ph: (817) 608-2338
cgotti@nctcog.org

Adam Beckom, AICP
Principal Transportation Planner
Ph: (817) 608-2344
abeckom@nctcog.org

DRAFT



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

December 8, 2016

The Honorable Tryon D. Lewis
Chair
Texas Transportation Commission
Texas Department of Transportation, Austin
125 E. 11th Street
Austin, TX 78701

Dear Chair Lewis:

The Regional Transportation Council (RTC) and the North Central Texas Council of Governments (NCTCOG), serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, have coordinated with staff from the Texas Department of Transportation (TxDOT) District offices and local agencies to develop a 10-Year Plan as part of the House Bill 20 (HB 20) requirements and for inclusion in the FY2017 Unified Transportation Program (UTP). Through a coordinated approach, NCTCOG and TxDOT District staff developed a comprehensive, performance-driven approach to prioritize and select projects based upon congestion, safety, freight traffic, and environmental justice. Attention was also placed on projects under construction, as several of these projects were built in phases when inadequate funding was available. This effort further refines the 10 year staging of the current metropolitan transportation plan and results in \$6.98 billion in funded projects.

Public meetings were held throughout the region in September 2016 to outline the selection process and to request public comments. Additional public meetings were held in November 2016 to present the draft listings for public review and comment. Multiple coordination meetings were held between RTC staff and the TxDOT Dallas, Fort Worth, and Paris Districts. Both the process and project listings have been reviewed and approved by the Surface Transportation Technical Committee (STTC) and the RTC, after significant local government coordination and consensus building.

The Dallas-Fort Worth region appreciates the responsibility placed on the RTC and TxDOT by the Texas Transportation Commission (TTC). While it is a significant amount of new funding, the congestion levels and needs of the region, documented in the current metropolitan transportation plan exceed even this new funding. As such, the region will pursue three public-private partnerships through the next legislative session using Category 2 Metropolitan Corridor funds. In addition, the RTC asks that the TTC pass along to the State Legislature both its appreciation for funding identified to date and its request to continue seeking additional funding. To this end, enclosed is a copy of a November 23, 2016, letter from Collin County to the RTC that demonstrates the continued need for funding in urban regions. The current allocation with Proposition 1 and 7 restrictions, is less funding than the previous decade.

DRAFT

Page Two

December 8, 2016

Enclosed is the 10-Year list of projects, as requested by the TTC. In addition, this satisfies the HB 20 requirement for the Dallas-Fort Worth region. For additional information, please contact Michael Morris, Christie Gotti or me at 817-695-9240.

Sincerely,

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

AB:tw
Enclosures

cc: The Honorable Jeff Austin III, Commissioner, Texas Transportation Commission, TxDOT Austin
The Honorable J. Bruce Bugg, Jr., Commissioner, Texas Transportation Commission, TxDOT Austin
The Honorable Laura Ryan, Commissioner, Texas Transportation Commission, TxDOT Austin
The Honorable Victor Vandergriff, Commissioner, Texas Transportation Commission, TxDOT, Austin
James M. Bass, Executive Director, TxDOT Austin

MESQUITE

T E X A S

Real. Texas. Flavor.

December 1, 2016

Stan Pickett
Mayor

Bruce Archer
Mayor Pro Tem

Jeff Casper
Deputy Mayor Pro Tem

Bill Porter
Councilmember

Daniel Aleman, Jr.
Councilmember

Greg Noschese
Councilmember

Dennis Tarpley
Councilmember

Cliff Keheley
City Manager

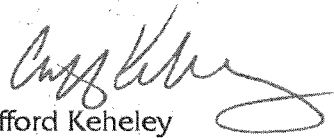
Mayor Ron Jensen
Chairman
Regional Transportation Council
P.O. Box 5888
Arlington, TX 76005-5888

Re: 10-Year Regional Unified Transportation Plan

Dear Chairman Jensen,

Attached for the Regional Transportation Council's consideration at the December 8, 2016 regular meeting is City of Mesquite Resolution No. 50-2016 requesting improvements to the IH-635 and IH-30 interchange be included in the 10-Year Regional Unified Transportation Plan and funded from the \$300 million Category 12 funds identified as the Dallas County Contingency or other appropriate fund sources.

Respectfully,


Clifford Keheley
City Manager

CK:ls

Attachment

RESOLUTION NO. 50-2016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
MESQUITE, TEXAS, SUPPORTING INCLUSION OF THE IH-635
AND IH-30 INTERCHANGE IN THE 10-YEAR REGIONAL
UNIFIED TRANSPORTATION PLAN.

WHEREAS, the City of Mesquite provided over \$9 million in local contribution towards the reconstruction of the Towne Centre Drive and Town East Boulevard interchanges with IH-635, which were the first two phases of the IH-635 Project completed in 2009; and

WHEREAS, the City of Mesquite has been a cooperative and supportive partner on all regional freeway projects; and

WHEREAS, the City of Mesquite has been an active participant in the technical development of the LBJ East Project and East Corridor (IH-30 and US Highway 80) Project; and

WHEREAS, the draft 10-year Regional Unified Transportation Plan (UTP) was presented to the Regional Transportation Council (RTC) at the RTC meeting on November 10, 2016; and

WHEREAS, the UTP guides the funding for major transportation projects through 2026; and

WHEREAS, the draft plan proposes to break the LBJ East Project into four segments and specifically omits the IH-635 and IH-30 Interchange; and

WHEREAS, funding of the LBJ East Project from US 75 to the Royal/Miller interchange is dependent upon active participation of the private sector through a Comprehensive Development Agreement; and

WHEREAS, the RTC is scheduled to consider the 10-year UTP at its December 8, 2016, meeting; and

WHEREAS, failure to include improvements for the IH-635 and IH-30 interchange in the 10-year UTP will adversely affect air quality and increase congestion along IH-635, IH-30 and nearby arterial streets; and

WHEREAS, failure to include improvements for the IH-635 and IH-30 interchange in the 10-year UTP may also adversely impact the City of Mesquite's retail and restaurant areas thereby reducing sales tax revenue upon which the City depends to provide services for its citizens; and

WHEREAS, the IH-635 and IH-30 Interchange experiences heavy truck traffic and is a key link in the NAFTA Corridor.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MESQUITE, TEXAS:

SECTION 1. That the City of Mesquite supports inclusion of improvements to the IH-65 and IH-30 Interchange in the 10-year Regional Unified Transportation Plan and development of a comprehensive approach toward the reconstruction of the interchange.


SECTION 2. That the City of Mesquite supports a public-private partnership and the use of a Comprehensive Development Agreement to fund critical segments of the LBJ East Project.

SECTION 3. That the City of Mesquite supports the funding of improvements to the IH-635 and IH-30 Interchange using Category 12 funds from the \$300 million Dallas County Contingency or funds from other categories.

SECTION 4. That this resolution will be transmitted to the Regional Transportation Council to consider for its December 8, 2016, meeting.

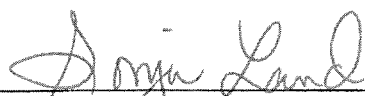
SECTION 5. That this resolution will be transmitted to the City's legislative delegation for consideration during the 85th session of the Texas Legislature.

DULY RESOLVED by the City Council of the City of Mesquite, Texas, on the 21st day of November, 2016.



Stan Pickett
Mayor

ATTEST:



Sonja Land
City Secretary

APPROVED:



B. J. Smith
City Attorney



**COLLIN
COUNTY**

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

November 23, 2016

Mr. Michael Morris, P.E.
North Central Texas Council of Governments
616 Six Flags Drive, PO Box 5888
Arlington, Texas 76005-588

RE: Proposed Regional Priorities FY2017-FY2026

Dear Michael,

I wish to commend the staffs of TxDOT and RTC for the long hours they put in to develop the draft list of projects for the 10-yr UTP Planning Effort. Since congestion resulting traffic delays are so costly to drivers and companies, I agree that projected delay was the appropriate measure to use to determine the sub-allocation of the region's transportation revenue from the State. That measure resulted in a very significant proposed allocation to the Collin County area for which I am thankful.

While we very much appreciate the allocations that have been made, it is incumbent upon me to point out that the proposed amount of funding does not go far enough to adequately handle the phenomenal growth that has occurred and is predicted to occur in the Region and Collin County, specifically.

It was estimated in Mobility 2040 that Collin County's share of the Region's \$43.4B for roadway investment would be approximately \$8.3B over the next 24 years. This estimate results in Collin County receiving 19.12% of the total estimated resources for the Region in 2040. Based upon the projected funding levels and percentage allocations in Mobility 2040, the Region should be projecting revenues of approximately \$18.08B over the ten-year period, with Collin County's share approximating \$3.458B. It appears that the amount in the 10-Yr Plan plus funding for other projects already approved does not come close to being on pace with what is projected to be needed and anticipated in the MTP. Either the anticipated funding in the MTP is way off or the anticipated funding is back in loaded beyond the initial 10 years. Either way, without additional funds being anticipated under the 10-Yr Plan, the Region and Collin County's congestion problems will intensify during this time.

Specific examples of at least four roadways that are not listed in the 10 Yr Plan that will need funding in the next 3-5 years. The first two projects are a higher priority to Collin County than the State projects in the list (except for SH 5 from Spur 399 to FM 546) due to their projected deficit in capacity by 2020:

Park Blvd extension from FM 2514 to SH 78

Dallas North Tollway southbound service road for Segment 4A from FM 428 to US 380

The next two projects are active projects which need to be finished

FM 1461 from SH 289 to Lake Forest Dr and on east to US 75 (schematic and environmental assessment is underway)

SH 5 from SH 121 to the Grayson County line (the environmental assessment work has been completed just short of a FONSI)

We would appreciate your consideration in communicating to the Texas Transportation Department administration and Commission our concerns about there not being adequate funding in the metropolitan area, with these projects as our indication of the need.

Once again thank you for your work on this critical subject.

Sincerely,



Duncan Webb
Collin County Commissioner, Pct. 4

Cc: Victor Vandergriff
Senator Van Taylor
Representative Matt Shaheen
Representative Jeff Leach
Judge Keith Self
Commissioner Susan Fletcher
Commissioner Cheryl Williams
Commissioner Chris Hill
Bill Bilyeu
Clarence Daugherty
Adam Beckom
Mayor Ron Jensen, RTC Chair

TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

Proposed 2017 Call for Projects
for the North Central Texas Region

Regional Transportation Council

Karla Weaver, AICP

December 8, 2016



North Central Texas
Council of Governments

What is the Transportation Alternatives Set-Aside Program?

FAST Act: Fixing America's Surface Transportation

(Current transportation funding and authorization bill)

Includes the Transportation Alternatives Set-Aside Program (TA Set-Aside)

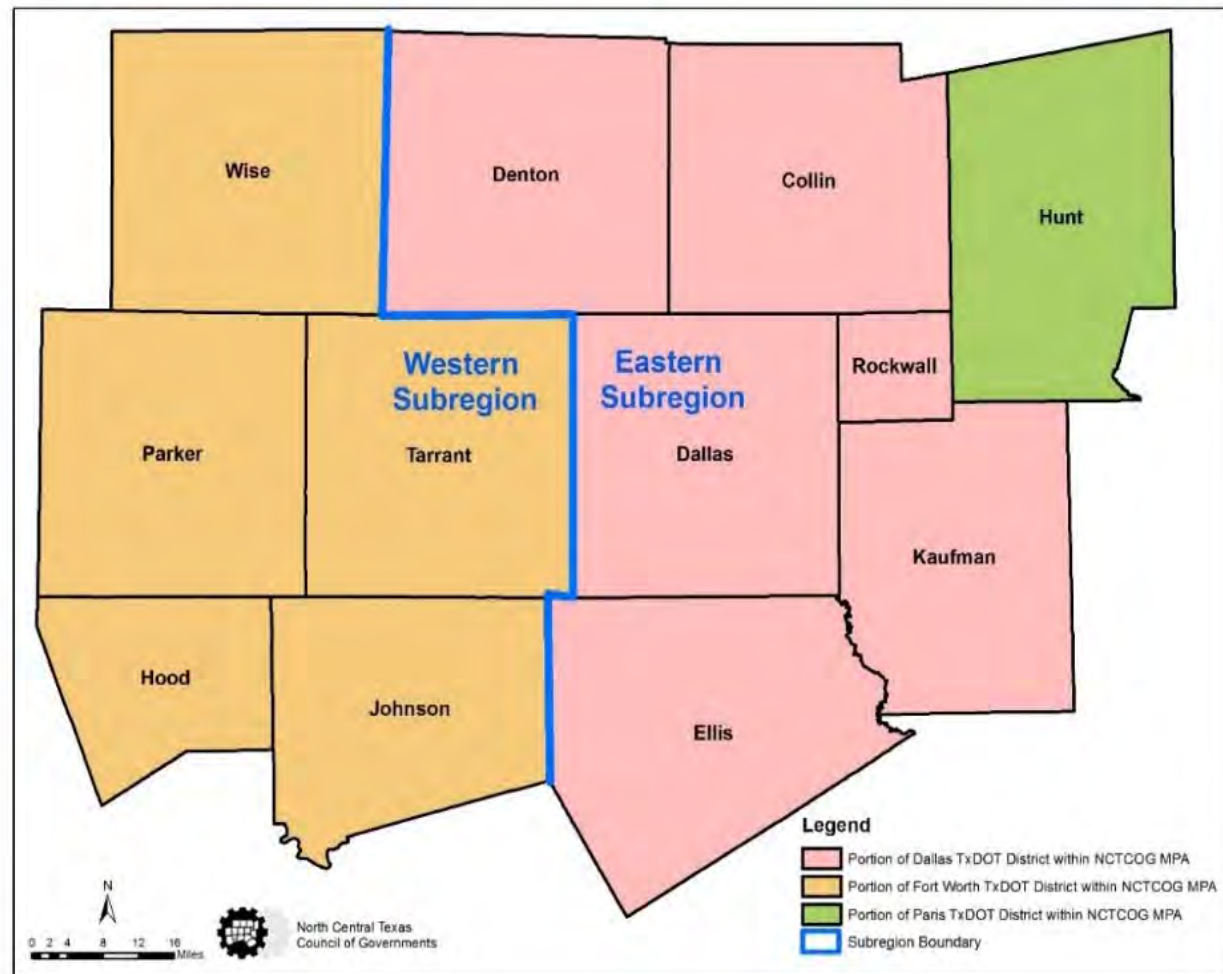
- **Similar to the Previous Transportation Alternatives Program (TAP)**

**Requires States to Suballocate to Areas Based
on Population**

**MPO's Serving Urbanized Areas With
Populations Over 200,000 are Responsible for
Selecting Projects Through a Competitive
Process**



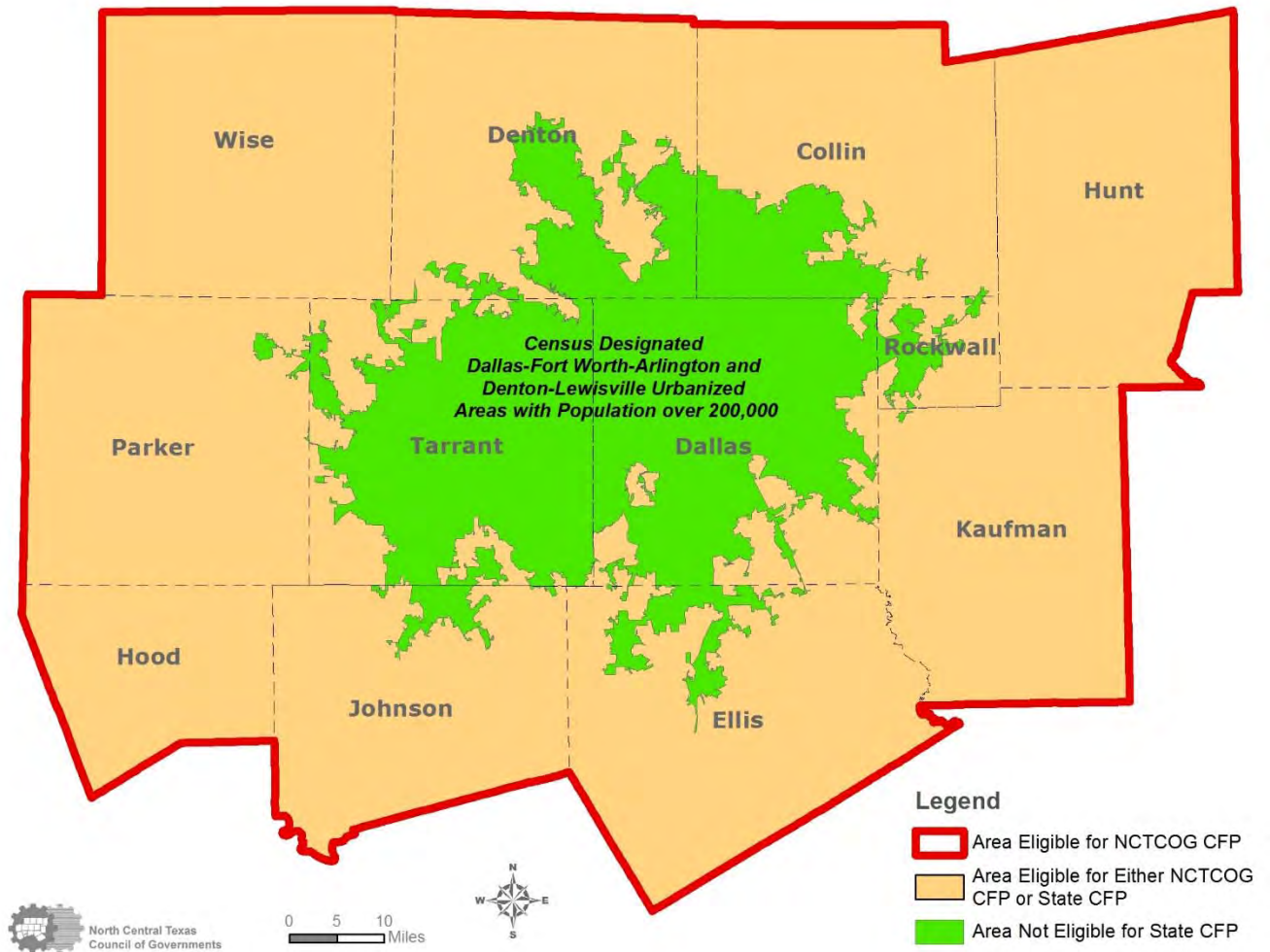
Eligible Project Area



Eligible
Project Areas
Under the
NCTCOG
Call for
Projects

and the

State
Call for
Projects



Eligible Project Activities

(Proposed)

2017 Call for Projects (North Central Texas)

Active Transportation

Shared-Use Paths
On-Street Bikeways
Bicycle/Pedestrian
Signalization
Sidewalks, Crosswalks,
Curb Ramps
Traffic Controls and
Calming Measures
Signage
Road Diets

Safe Routes to School

Shared-Use Paths
On-Street Bikeways
Bicycle/Pedestrian
Signalization
Sidewalks, Crosswalks,
Curb Ramps
Traffic Controls and
Calming Measures
Signage



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TA Set-Aside Funding

Funding Allocation for FY16*, 17, 18, and 19

Western Subregion Fort Worth District Share (34%)	Eastern Subregion Dallas and Paris District Share (66%)	Total TA Set-Aside Funding Available
\$8,038,519	\$15,407,560	\$23,446,079

<i>Maximum Federal Funding Award per Project</i> (PROPOSED)	<i>Minimum Federal Funding Award per Project</i> (PROPOSED)
\$5,000,000	\$250,000

Local Match

Twenty Percent (Minimum) Local Match

Local Match Must be Cash

**A Resolution of Local Cash-Match
Commitment is Required for
Each Application**

**Note: The TA Set-Aside Program is
not a grant. The funds provided
are on a cost reimbursement basis.**



Eligible Entities

Local Governments

Regional Transportation Authorities

Transit Agencies

**School Districts, Local Education
Agencies, or Schools**

Tribal Governments

**Other Local or Regional Governmental
Entity with Responsibility for
Oversight of Transportation or
Recreational Trails**



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Council of Governments**



Minimum Requirements

Category	Description
Right-of-Way / Easement	Project must have all necessary ROW or Easements.
Official Funding Resolution	Application must include documentation approved by the Governing Body to confirm the availability of the local match contribution if the project is awarded funding.
Environmental Checklist	Application must include a completed environmental review checklist identifying the project readiness.
Partnerships	For all Safe Routes to School (SRTS) applications, a Memorandum of Understanding (MOU) or resolution of support between the ISD and local government is required.

Program Rules

Category	Description
Project Agreement	Applicant must commit to executing an Advanced Funding Agreement (AFA) with TxDOT within <u>one year</u> of project selection.
Funding Obligation	Applicant must commit to advance to construction within <u>three years</u> from selection or risk the loss of funding.
Cost Overruns	Solely the responsibility of the nominating entity.

A family of four is riding bicycles on a paved path in a park. In the foreground, a young girl in a green shirt and blue jeans is riding a pink bicycle with white wheels. Behind her, a man in a blue shirt is riding a white bicycle. To the right, a woman in a purple tank top is riding a black bicycle. In the background, another child is partially visible. The path is surrounded by green grass and trees. A semi-transparent blue banner is overlaid across the middle of the image, containing the text "Evaluation and Scoring (Proposed)".

Evaluation and Scoring (Proposed)

PROPOSED Evaluation and Scoring Criteria for Active Transportation Projects

Category	Scoring (pts)	Description
Regional Network Connectivity	25	Improves connectivity of Mobility 2040 regional paths and bikeways between cities and counties.
Mobility	20	Improves connections and access to transit.
Safety	15	Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities.
Reducing Barriers	10	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.
Congestion Reduction	10	Provide alternative travel options as an option to motor vehicle trips in areas with greater opportunity for walking and bicycling
Destination Density	5	Provides access to areas with a high density of major employers and destinations.
Air Quality Benefits	5	Improves air quality by supporting non-motorized facility usage.
Equity	5	Improves access to disadvantaged populations and underserved communities.
Local Network Connectivity	5	Implements locally planned priorities.

PROPOSED Evaluation and Scoring Criteria for Safe Routes to School Projects


Category	Scoring (pts)	Description
Implements a Local Plan	20	Implements a project identified as a priority in a local Safe Routes to School plan.
Safety	20	Improves the safety of students walking and bicycling to school.
Congestion Reduction	20	Strong potential for the project to increase walking and bicycling by students in lieu of motor vehicle trips to and from school.
Equity	20	Improves school access for disadvantaged populations and underserved communities.
Community Support and Stakeholder Involvement	15	Builds upon demonstrated community support for walking and bicycling to school.
Air Quality Benefits	5	Improves air quality by supporting non-motorized facility usage.

Additional Considerations

Active Transportation Applications and Safe Routes to School Applications

Category	Scoring (pts)	Description
Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community.
Project Innovation	5	Project implements innovative or new treatments and technology that can serve as a model for the region.

Proposed Schedule

	Date
BPAC / Transportation Alternatives Call for Projects Public Meeting	11/16/16
STTC Action (CFP Guidelines)	12/2/16
 RTC Action (CFP Guidelines)	12/8/16
Call for Projects <u>Opens</u>	12/12/16
Application Workshop	12/14/16
Deadline for Meetings to Review Applications for Completeness	2/10/17
Call for Projects <u>Closes</u>	<u>2/24/17; 5:00pm</u>
Review of Projects / Scoring by NCTCOG	March – April
Public Meetings	Early May
STTC Action (Selected Projects)	5/26/17
RTC Action (Selected Projects)	6/8/17
Workshop for Selected Projects	6/21/17
Submittal Deadline for Transportation Improvement Program (TIP) Modifications (November 2017 Cycle)	7/28/17
Approval of Statewide Transportation Improvement Program (STIP)	Nov/Dec 2017

Requested Action

Approval of:

**Proposed Funding Amounts and Local Match
Requirements**

Funding Categories and Eligible Activities

Eligible Applicants

Evaluation Scoring Criteria

Project Schedule

Questions?



Contact Information

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North Central Texas
Council of Governments



AGENDA

**Regional Transportation Council
Multimodal/Intermodal/High-Speed Rail/Freight
Subcommittee
Thursday, December 8, 2016
North Central Texas Council of Governments**

- 11:00 – 11:05 1. Introductions & Agenda Review**
☐ Action ☐ Possible Action ☒ Information Minutes: 5
Presenters: Chairman Rob Franke; Michael Morris, NCTCOG
Item Summary: Chairman Franke and Michael Morris will review the agenda and today's meeting purpose.
- 11:05 – 11:25 2. Presentation by Texas Central Partners on the Houston to Dallas High-Speed Rail Project**
☐ Action ☐ Possible Action ☒ Information Minutes: 20
Presenter: Travis Kelly, Texas Central Partners
Item Summary: Presentation by Texas Central Partners representatives regarding recent progress on the Houston-Dallas High-Speed Rail EIS and public involvement efforts.
- 11:25 – 11:30 3. NCTCOG High-Speed Rail Station Area Planning Efforts**
☐ Action ☐ Possible Action ☒ Information Minutes: 5
Presenter: Kevin Feldt, NCTCOG
Item Summary: Presentation focusing on recent NCTCOG staff efforts regarding Request for Proposals for HSR station planning efforts in Fort Worth, Arlington, and Dallas. As an active procurement, staff will provide general details regarding project purpose and responding firms.
- 11:30 – 11:55 4. NCTCOG High-Speed Rail Request for Information Update**
☐ Action ☐ Possible Action ☒ Information Minutes: 25
Presenter: Kevin Feldt, NCTCOG
Item Summary: Presentation from staff regarding responses to the NCTCOG Request for Information by representatives of the high-speed rail industry. NCTCOG Issued a Request for Information on September 30 seeking information regarding high-speed passenger rail system implementation. A total of 14 submittals were received. The information received will be used to develop a regional strategy to implement service within the region. A summary representing the submittals will be presented for Subcommittee discussion.

- 11:55 – 12:05** 5. **Dallas-Fort Worth High-Speed Rail Governance Update**
☐ Action ☐ Possible Action ☒ Information Minutes: 10
Presenters: Ken Kirkpatrick and Michael Morris, NCTCOG
Item Summary: NCTCOG staff will provide information regarding recent progress toward developing a local entity to oversee the implementation of high-speed rail in Dallas-Fort Worth. In addition, staff efforts to coordinate with the Texas Department of Transportation will be highlighted.
- 12:05 – 12:25** 6. **Coordination With Congressional Delegation Regarding Funding Request**
☐ Action ☐ Possible Action ☒ Information Minutes: 20
Presenter: Michael Morris, NCTCOG
Item Summary: NCTCOG staff will provide information regarding recent efforts to discuss the region's request to federal authorities regarding funding for Dallas-Fort Worth Core Express Service high-speed passenger rail implementation.
- 12:25 – 12:30** 7. **Subcommittee Next Steps & Future Agenda Items**
☐ Action ☐ Possible Action ☒ Information Minutes: 5
Presenter: Chairman Rob Franke
Item Summary: The Subcommittee will discuss action items, future agenda items, and potential dates for future Subcommittee meetings.

Regional Transportation Council Attendance Roster
December 2015-November 2016

RTC MEMBER	Entity	12/10/15	1/14/16	1/20/16	2/11/16	3/10/16	4/14/16	5/12/16	6/16/16	7/14/16	8/11/16	9/8/16	10/13/16	11/10/16
Monica R. Alonzo (07/15)	Dallas	P	P	E	P	P	P	P	P	E	P	P	P	P
Bruce Arfsten (08/15)	Addison	P	P	P	P	P	P	P	P	P	P	P	P	P
Douglas Athas (06/13)	Garland	P	P	E	P	E(R)	P	P	P	P	P	P	P	P
Brian Barth (09/13)	TxDOT, FW	P	P	P	P	P	E(R)	P	P	P	P	P	P	P
Carol Bush (01/15)	Ellis Cnty	A	P	A	P	P	P	P	P	E	P	A	P	P
Mike Cantrell (1/07)	Dallas Cnty	P	E(R)	E	P	P	P	P	P	A	P	P	P	R
David L. Cook (05/16)	Mansfield	--	--	--	--	--	--	E	P	E	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	E	P	P	E(R)	P	P	P	E(R)	E	P
Andy Eads (1/09)	Denton Cnty	P	P	A	P	P	P	P	P	A(R)	P	P	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	P	P	P	P	P	P	E
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	P	P	P	P	P	E	P	E(R)
Sandy Greyson (11/11)	Dallas	P	P	E	P	E	P	P	P	E(R)	P	P	P	P
Mojoy Haddad (10/14)	NTTA	A	P	A	P	P	P	A	P	P	A	P	P	P
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	P	P	P	P	P	A	P	E	P
Clay Jenkins (04/11)	Dallas Cnty	P	P	P	P	A	P	P	P	E	A	P	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	E(R)	P	P	P	A(R)	P	P	P	P	P	P
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P	P
Lee Kleinman (09/13)	Dallas	E(R)	E	P	E	P	P	P	P	P	P	P	P	P
Brian Loughmiller (04/15)	McKinney	P	P	A	A	P	P	P	P	P	E(R)	P	P	P
David Magness (06/13)	Rockwall Cnty	P	E(R)	A	P	P	A	P	P	A(R)	P	P	A	P
Scott Mahaffey (03/13)	FWTA	E(R)	P	E(R)	P	P	E(R)	P	P	P	P	P	P	P
Matthew Marchant (07/08)	Carrollton	P	P	A	P	P	E	P	P	A	P	A	A	P
Maher Maso (10/08)	Frisco	E(R)	P	E	E(R)	P	E(R)	E(R)	P	P	P	P	E(R)	P
B. Adam McGough (07/16)	Dallas	--	--	--	--	--	--	--	--	P	P	P	E	P
Cary Moon (06/15)	Fort Worth	P	P	P	E(R)	P	P	E(R)	P	P	E	P	P	P
Stan Pickett (06/15)	Mesquite	P	P	A	P	E	A	P	P	A	P	E(R)	P	E(R)
Mark Riley (1/09)	Parker Cnty	P	P	P	P	P	P	P	P	E(R)	P	P	E(R)	E
Kevin Roden (6/14)	Denton	P	P	E(R)	P	E	P	P	E	P	E	E(R)	E	E(R)
Kelly Selman (02/15)	TxDOT, Dallas	P	P	P	P	P	E(R)	P	P	P	P	P	P	P
Gary Slagel (11/15)	DART	P	P	P	P	P	P	P	P	P	P	P	P	P
Lissa Smith (6/12)	Plano	P	P	P	A	P	P	P	P	P	P	P	P	P
Mike Taylor (7/14)	Colleyville	P	P	P	P	P	P	P	P	P	P	P	P	P
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	P	P	P	P	E(R)	P	P
Casey Thomas II (07/16)	Dallas	--	--	--	--	--	--	--	--	E	A	A	A	A
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	P	P	P	P	A(R)	P	E	P	P	P	E(R)	P
Oscar Ward (6/14)	Irving	P	P	P	P	P	P	P	P	P	P	P	P	P

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

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

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Bernice J. Washington (4/09)	DFW Airport	P	P	E	P	P	P	P	E	P	P	P	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	P	P	P
B. Glen Whitley (2/97)	Tarrant Cnty	P	E(R)	P	P	E	E	P	E	P	P	P	E	P
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	A	P	E(R)	P	E(R)	E(R)	E(R)	P	E	E	P	P	E(R)
Erik Wilson (07/15)	Dallas	P	P	E	A	P	P	P	P	E	P	A	P	P
W.B. "Zim" Zimmerman (9/12)	Fort Worth	P	A(R)	A(R)	P	P	P	P	E	E(R)	P	P	E(R)	P

Note: Date in parenthesis indicates when member was 1st eligible to attend RTC meetings

P= Present
A= Absent
R=Represented by Alternate
--= Not yet appointed

E= Excused Absence (personal illness, family emergency,
jury duty, business necessity, or fulfillment
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November 2016

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

NCTCOG wraps up 50th anniversary celebration

The North Central Texas Council of Governments has spent 2016 looking back at events that shaped the history of regional planning as part of its 50th anniversary. Since 1966, NCTCOG has helped the region with current and future planning needs. Relive our coverage at www.nctcog.org/50.

Calendar

December 2, 11 am DRMC

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

December 2, 1:30 pm Surface Transportation Technical Committee

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

December 7, 8:30 am TRTC

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

December 8, 1 pm Regional Transportation Council

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

FLYBY DFW aims to inspire youth to take flight

The vast majority of today's youth play video games, whether by themselves or in an online community. According to a survey conducted by The NPD Group, a market research firm, 91 percent of children 2-17 spend time gaming on a variety of devices.

Gaming could be an effective way to inspire the next generation to pursue careers. With this in mind, the North Central Texas Council of Governments partnered with local aerospace companies and educators at The University of Texas at Arlington to develop FLYBY DFW, a game that allows participants of all ages to fly some of the most sophisticated aircraft in the world, learning about key aspects of aviation while they complete their missions. Participants can pilot aircraft such as the F-35, built by Lockheed Martin, Bell Helicopter's V-280 and Airbus Helicopters' H155 and EC255. The game takes players through three areas: Alliance Airport, Dallas-Fort Worth, and Corpus Christi. The latter was selected because the game's sponsors wanted a setting on the water that would allow aircraft carrier landings. Participants amass points by collecting coins, completing airdrops, dodging other aircraft – and not crashing. They can also pick up bonus points at the end of each level by correctly answering a trivia question.

FLYBY DFW was designed to generate interest in aerospace and aviation careers for elementary, middle and high school students in an effort to build the local talent pipeline for future employment opportunities. With two major commercial airports, a significant military installation and aviation and aerospace companies operating in the region, opportunities abound for the next generation to become involved in the industry. Gaming represents a new way to reach those future aviators and aviation professionals. The game is available for Apple and Android devices. Download it today, and begin playing.



North Central Texas
Council of Governments

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

Grand Prairie named Partner of the Year by Air North Texas



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

Grand Prairie implemented a comprehensive outreach and communications plan that included events, social media and community and employee engagement. These efforts culminated with the Industry Clean Air Challenge, a contest that encouraged employers and businesses to make clean air choices. Major participants included

Turbomeca USA and Lockheed Martin.

New partner Dallas/Fort Worth International Airport won recognition for outstanding initiative for hosting an internal contest for its 1,800 employees on Clean Air Action Day, an annual regional event held on the first Friday of summer to encourage North Texans to make clean air commitments.

For the second year in row, Hood County Clean Air Coalition was awarded outstanding advertising for running a series of public service announcements on Granbury TV and local radio station KTFW 92.1. The coalition also placed ads in Granbury Showcase magazine.

The University of North Texas Health Science Center received the award for outstanding outreach for using both traditional and digital strategies to engage students, faculty, staff and campus visitors on air quality issues. The City of Dallas received the first-ever Arlo Ambassador Award for creatively using the Air North Texas mascot in a series of social media messages promoting Clean Air Action Day.

The City of Plano published air quality articles in newsletters sent to tens of thousands of residents, earning recognition for outstanding media engagement. Finally, for involving other Air North Texas partners in its outreach events, the City of Fort Worth won for outstanding partner involvement.

Air North Texas is one of many strategies in place to improve air quality as 10 North Texas counties strive to meet the Environmental Protection Agency regulation for ozone pollution. Improving air quality is important for residents' health and quality of life and helps preserve the region's economic vitality.

Air North Texas includes 35 partners committed to educating the public about air quality and motivating them to do something for clean air. Partners encourage residents to take initiative in improving air quality by riding transit, maintaining their vehicles, biking or walking more, carpooling, pursuing energy efficient home improvements and incorporating other clean air choices into daily routines.

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



NCTCOG photo

Cindy Mendez (right) of the City of Grand Prairie accepted the award for Partner of the Year. Joining her was RTC Chair Ron Jensen, who serves as the city's mayor.

Phase I of Bush Turnpike widening project opens



The North Texas Tollway Authority has completed widening a

segment of the President George Bush Turnpike to ease congestion. An additional lane in each direction of PGBT between the Dallas North Tollway and US Highway 75 is now open to traffic. Also, a westbound fourth lane between Renner Road and US 75 is now open. Construction of this segment began in May 2015. The additional lanes were constructed in the median, which allowed NTTA to minimize interruptions to the traveling public. Work on this project resulted in:

- 4,000 truckloads of dirt being removed from the PGBT median
- Landscaping removed and transplanted to the DNT
- 63,000 cubic yards of concrete poured to create new lanes – equal to four football fields
- 50 miles of new pavement markings

For more on the four-phase widening of PGBT, expected to be completed in 2020, visit www.progressntta.org.

- Submitted by NTTA

North Texas could lead in vehicle automation

NCTCOG has issued a Request for Partners seeking organizations interested in using traffic-signal data sharing to build applications that serve today's drivers and advance vehicle automation.

Several vehicle manufacturers are testing technology that converts traffic-signal data (e.g., signal-phase and timing information) to information that will make travel easier. One example is Audi's Traffic Light Information System, which communicates to drivers when a light will turn green, how long a red light will last and what speed they should drive to optimize their chances of getting green lights at intersections. To see this technology in action, visit bit.ly/2gHJxCq.

The City of Frisco, in partnership with NCTCOG, recently hosted a demonstration of this technology using data from Frisco's traffic signals. The demonstration was popular, drawing transportation professionals and public officials from the region and the state. Through the RFP, NCTCOG seeks to encourage developers and auto manufacturers to help the region assume a leadership role in the deployment of automated vehicle technologies. The deadline for potential partners to express interest is December 16. For more information, visit www.nctcog.org/rfp.

Ozone season shows continued progress

Data collected on the region's air quality this year indicated 2016 was the best ozone season on record. A variety of factors contribute to the improvement in air quality, including programs administered by NCTCOG. The AirCheckTexas Drive a Clean Machine Program is one example of an effort undertaken to improve ozone levels. This program provides vouchers for qualifying motorists to repair or replace vehicles that do not pass the emissions portion of the State's Vehicle Inspection and Maintenance Program. The Dallas-Fort Worth area's 2016 design value was 80 parts per billion, the lowest since the region began tracking the design value in the mid-1990s. There were 18 days where ozone levels exceeded the Environmental Protection Agency's standard of 70 ppb, also the best on record.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

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

**Texas Department
of Transportation**
TxDOT.gov

By the Numbers

80

The ozone concentration (in parts per billion) for the 2016 season, the region's best showing since record keeping began in the 1990s.

PUBLIC *Involvement*

Comment online on UPWP, funded projects

NCTCOG will seek comments on proposed modifications to the Fiscal Year 2016 and FY 2017 Unified Planning Work Program and Transportation Improvement Program during an online public comment opportunity beginning December 13.

The UPWP is a federally required document prepared every two years by NCTCOG in cooperation with transportation providers and local governments.

The UPWP provides a summary of transportation and related air quality planning tasks conducted by the metropolitan planning organization.

In addition to the UPWP, staff maintains a comprehensive list of funded transportation projects known as the TIP. Projects with committed funds from federal, state and local sources are included in the TIP. To maintain an accurate project listing, the document is updated on a regular basis.

Also, Governor Greg Abbott has submitted Texas' recommended ozone nonattainment area under the 2015 National Ambient Air Quality Standard of 70 parts per billion. The previous standard was 75 ppb.

The nonattainment recommendation for North Texas, which will be available as an information item, includes the existing 10-county area, with the addition of Hood County.

The Environmental Protection Agency will review all state submissions and anticipates announcing final designations in October 2017.

Information on these topics will be online through January 11, 2017, at www.nctcog.org/input. To request printed copies, call 817-608-2365 or email cbaylor@nctcog.org.

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.