

Interagency Transportation Report RTC / TxDOT / NTTA / DART / DRMC / DFW Airport / HSR March 2017

Regional Transportation Council (RTC)

Schedule Announced for Update of the Metropolitan Transportation Plan. The newest EPA ozone standards will require an update to the regional transportation plan and the associated air quality conformity analysis by late 2018. NCTCOG staff briefed the RTC on the schedule for the update which will begin next month and culminate in plan approval by June 2018. The plan will incorporate regional demographics through 2045.

Proposed Partnership Opportunity with the Texas Transportation Commission (TTC). The RTC approved a letter to the TTC proposing a partnership in which the NCTCOG would work with area cities to remove some thoroughfares from the State Highway System and use regional funding (Surface Transportation and Congestion Mitigation / Air Quality) to help improve these roads in a way that is more compatible with their urban setting (i.e., complete streets). In turn, the State would work with our region to include more innovative design elements on their major highway projects to help make them more compatible with communities that they serve. The removal of roadway sections from the State Highway System would shift maintenance costs of those roadways to the local government. The letter is intended to elicit a response from the TTC as to their level of interest in such a partnership.

Volkswagen Mitigation Update and Correspondence to the State of Texas. The RTC approved correspondence to the Governor and Attorney General regarding the appropriate disbursement of any funds received by the State of Texas from the Volkswagen mitigation settlement. The letter recommends that ninety percent of the funds be distributed to the five largest metro areas based on their relative number of registered Volkswagen, Audi, and Porsche vehicles. This could result in the availability of \$63 million for air quality improvement programs in our region.

Texas Department of Transportation (TxDOT)

TxDOT Major Project Updates. At the March DRMC meeting, Kelly Selman, the Dallas District Engineer, provided the following updates on major highway projects in Dallas:

- Horseshoe (IH 35E / IH 30 Bridges and Canyon/Mixmaster) – Construction on main lanes will be substantially complete by the end of April 2017.
- Southern Gateway (IH 35E and US 67) – Winning contractor will be announced in April 2017; construction expected to begin in early 2018.
- IH 635 LBJ East – Environmental clearance expected by June 2017.
- Lowest Stemmons (IH 35E from Woodall Rodgers to the Dallas North Tollway) – Construction contract to be let in June 2017.

North Texas Tollway Authority (NTTA)

NTTA Business Diversity Mixer. The NTTA announced that HNTB and Dikita will host a networking meeting for their Relationships and Opportunities Advancing Diversity (ROAD) Program on March 23rd at the HNTB Complex. The ROAD Program seeks to promote and facilitate relationships between prime contractors and consultants to foster opportunities for D/M/WBEs to participate in large contracts with the NTTA.

Dallas Area Rapid Transit (DART)

DART Transit-Related Improvement Program (TRIP). The DART Board has approved a partnership with the RTC that will provide funding support for transit-related improvements in their member cities that do not have LRT stations – Highland Park, University Park, Cockrell Hill and Glenn Heights. This would be similar to the Local Assistance Program (LAP) that DART had more than a decade ago. The new program, called the Transit Related Improvement Program (TRIP), would fund street repairs, signal upgrades, intersection improvements, and radio system upgrades in the affected cities. DART and the RTC would each provide \$16 million to fund the program through 2025.

Dallas Regional Mobility Coalition (DRMC)

Update on Texas Legislative Session. Drew Campbell, Executive Director of the DRMC, provided a legislative update at the group's March 3rd meeting. He reported that legislative committees had gotten off to a slow start this session. The Senate Transportation Committee had held its first organizational meeting at the end of February, and the House Transportation Committee just had its membership announced. In particular, DRMC is tracking bills related to the use of Comprehensive Development Agreements (CDAs) to build large highway projects, as well as those bills that would limit the development of high-speed rail.

Dallas-Fort Worth International Airport (DFW Airport)

DFW Airport Chosen as #1 Airport for Customer Service in North America. DFW Airport has earned the title of "Best Large Airport in North America" according to Airports Council International (ACI). DFW achieved the top ranking for customer satisfaction among large airports, according to ACI's 2016 Airport Service Quality (ASQ) program survey.

DFW finished first for all airports in North America serving more than 40 million passengers each year. Passengers gave DFW high marks for the variety and quality of restaurants and shopping facilities, as well as for the ambience of the airport. Customers noted comfortable waiting and gate areas and the cleanliness of DFW terminals and washrooms. The airport also received positive feedback from customers for technological innovation and availability, staff friendliness and the ease of passenger flow.

EPA Climate Leadership Award. DFW Airport was selected for the second consecutive year to receive the U.S. Environmental Protection Agency (EPA) "Climate Leadership Award for Organizational Leadership." The award recognizes organizations that not only have their own comprehensive greenhouse gas inventories and aggressive emissions reduction goals, but also exemplify extraordinary leadership in their internal response to climate change, and engagement of their peers, partners, and supply chain.

High-Speed Rail (HSR)

Challenges to HSR at Texas Legislature. The last day to file bills for the 85th Session of the Texas Legislature was March 10th. There were more than 20 bills filed related to high-speed rail that could adversely impact development of HSR projects. Some of the elements of high-speed rail development that would be regulated included limitations on eminent domain, preventing funding and/or financing, prohibiting planning and coordination by TxDOT, and amending condemnation damages. Texas Central Partners has said that they do not need any enabling legislation to move forward their high-speed rail project between Dallas and Houston.