



*File CMAQ*  
**Parsons  
Brinckerhoff  
Construction  
Services, Inc.**

CMAQ PROGRAM OFFICE  
1701 N. MARKET STREET SUITE 410  
DALLAS, TX 75202  
214-747-6336  
Fax: (214) 741-1937

May 8, 2002

Ms. Suja Matthew, P.E.  
Texas Department of Transportation  
PO Box 3067  
Dallas, Texas 75221-3067

**Subject: Congestion Mitigation Air Quality (CMAQ) Program  
Project 12 – Intersection of Keller Springs at Midway**

Dear Ms Matthew:

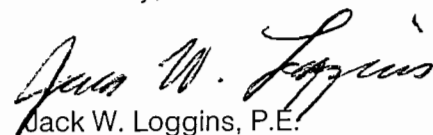
Attached, please find the proposed mark-up of the southeast corner of the intersection of Keller Springs at Midway. Currently the property owner has one joint access located at the far South driveway on Midway, South of Keller Springs. The Town of Addison has recently denied a joint driveway access at the far North existing driveway on Midway just South of Keller Springs. Their current policy does not permit an addition of a driveway in a right turn lane or in the transition. We met with the Town of Addison last week and proposed some alternatives and the one that is acceptable to them is provided to you for your review.

If acceptable to TxDOT, we will provide this information to the property owner and make sure that it is agreeable before proceeding with the new design. The new design will shorten the right turn lane and will not affect the through lane design. This design will allow the property owner to have an additional access drive to the property, which will greatly reduce the ROW costs to Dallas County and TxDOT. Dallas County appraisal has estimated the ROW costs and damages to be \$380,000 without providing an additional access for the property owner. The property owner is requesting \$600,000. This acquisition will proceed to condemnation if left in its current configuration. The estimated cost for ROW and damages is \$179,000 by providing another access point.

We request approval of changing the design to reduce the right turn lane length as shown in the attachment. We will obtain a fee proposal from Carter & Burgess and then review with you before proceeding.

If you have any questions, please call this office at 214-747-6336 ext. 28 or Craig Goodroad at ext. 25.

Sincerely,

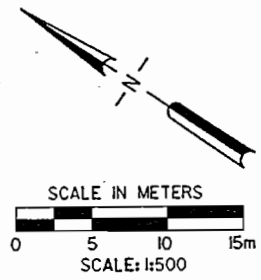
  
Jack W. Loggins, P.E.  
Program Manager

Attachment: P12 intersection, Keller Springs at Midway proposed additional driveway

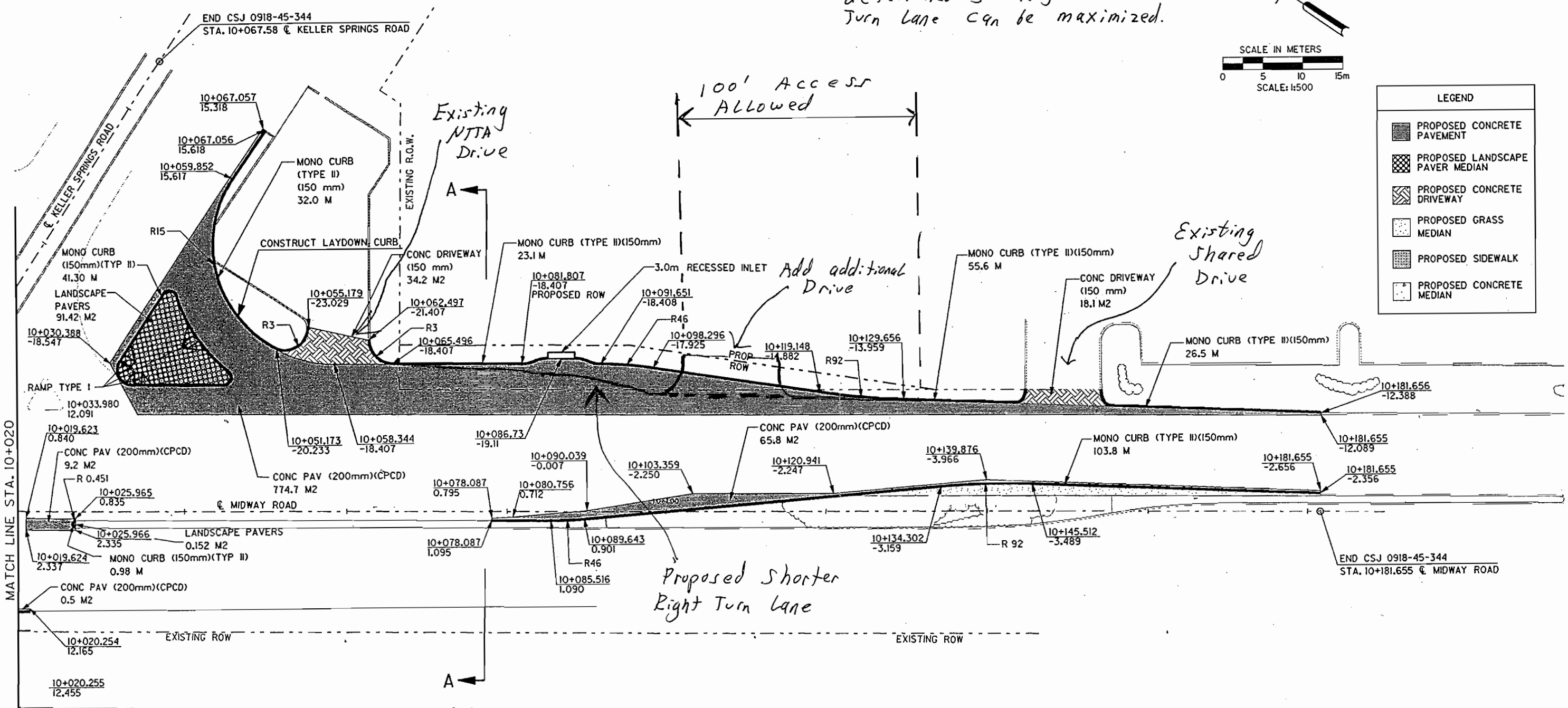
cc: Don L. Cranford, P.E., Dallas County, Asst. Dir., Trans. & Plan., w/ attachment  
Fraydoon Nafissi, P.E., TxDOT Roadway Design, w/ attachment  
Mike Murphy, P.E., Town of Addison, w/ attachment  
Steven Chutchian, P.E., Town of Addison, w/ attachment  
Eric Starnater, P.E., Carter Burgess, Inc., w/ attachment  
Sélas Camarillo P.E., R.P.L.S., Dallas County, Right-of-Way, w/ attachment

G:\G04CORR\G4-10\TXDOT\2002\956 P12 Keller Springs at Midway redesign request .doc

\* Note:  
Addison wants Location  
determined so Right  
Turn Lane can be maximized.



LEGEND	
	PROPOSED CONCRETE PAVEMENT
	PROPOSED LANDSCAPE PAVEMENT MEDIAN
	PROPOSED CONCRETE DRIVEWAY
	PROPOSED GRASS MEDIAN
	PROPOSED SIDEWALK
	PROPOSED CONCRETE MEDIAN



MATCH LINE STA. 10+020

Mark-up Plan sheet  
Dated 5-8-02  
CPY.

- NOTE:
1. SEE SIGNAL DRAWING FOR DETAILS.
  2. SEE INLET EXTENSION DETAILS FOR PIPE SIZES AND ELEVATIONS.
  3. ALL CALLOUTS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
  4. PAVER AND SUB-BASE TYPES TO BE APPROVED BY TOWN OF ADDISON.
  5. SEE MISC. DETAILS SHEET FOR LANDSCAPE PAVER DETAILS.



**Carter-Burgess**  
Texas Department of Transportation

**PAVING PLAN**  
KELLER SPRINGS ROAD  
AT MIDWAY

SHEET 3 OF 3

DESIGNED: DMH	FED. RD. DIST. No.	STATE	FEDERAL AID PROJECT No.	HIGHWAY No.
DRAWN: FR-E	STATE	TEXAS	CM 971(87)	CS
CHECKED: CES	DIST. No.	COUNTY	CONTROL No.	SECTION No.
DIST. No.	DALLAS	DALLAS	SLB	45
JOB No.	344	SHEET No.	83	



**Parsons  
Brinckerhoff**

CMAQ Program Office  
1701 N. Market Street  
Suite 410  
Dallas, TX 75202  
214-747-6336  
Fax: 214-741-1937  
E-mail: [cmag@onramp.net](mailto:cmag@onramp.net)

January 30, 2001

Mr. Jerry Murawski, P.E.  
City of Farmers Branch  
13000 William Dodson Pkwy.

**FAX**


**Subject: Congestion Mitigation Air Quality (CMAQ) Program  
Deletion Of Two Intersections In Project 12  
Deletion Of Right Turn Lane In Project 13**

Dear Mr. Murawski:

The Town of Addison has provided the attached letter dated January 24, 2001 that directs the elimination of the construction at the two intersections of Midway Road at Proton Drive and Beltway Drive. It appears that the east leg of Midway Road at Proton Drive and the northbound right turn lane of Midway Road and Beltway Drive are in your city. We request you review their letter and let us know if the City of Farmers Branch is in agreement with the elimination of the improvements at these two intersections. We also need an official letter deleting the eastbound right turn lane from the intersection of Spring Valley Road at Inwood Road in your city.

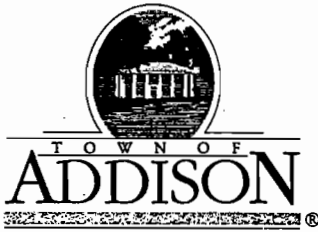
If you have any questions regarding this matter, please contact this office at 214-747-6336 ext. 28 or Kimberly Burks at ext. 29.

Sincerely,

  
Jack W. Loggins, P.E.  
Program Manager

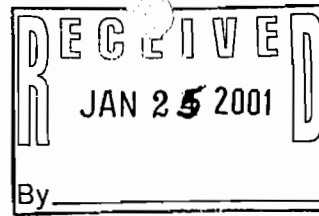
Attachment: Town of Addison letter dated 1/24/01

cc: Don L. Cranford, P.E., Dallas County, Asst. Dir., Trans. & Plan., w/attachments  
Moosa Saghian, P.E. Texas Department of Transportation, w/attachments  
Fraydoon Nafissi, P.E., Texas Department of Transportation, w/attachments  
Dave Davis, P.E., City of Farmers Branch, w/attachments  
~~Mike Murphy, P.E., Town of Addison, w/attachments~~  
Steven Chutchian, P.E., Town of Addison, w/attachments  
Eric Starnater, P.E., C&B, Inc., w/attachments



**PUBLIC WORKS DEPARTMENT**

Post Office Box 9010 Addison, Texas 75001-9010



(972) 450-2871

16801 Westgrove

January 24, 2001

Mr. Jack Loggins  
Parsons Brinckerhoff  
CMAQ Program Office  
1701 N. Market Street, Suite 410  
Dallas, Texas 75202

Re: CMAQ Program, Project 12

Dear Mr. Loggins:

The Town of Addison has performed further review of proposed construction in the CMAQ Program, Project 12. Specifically, our staff evaluated the impact of certain intersection improvements on the existing landscaping plan. We recognize that this project was established to address air quality issues and enhance traffic flow along Midway Road. However, it was determined that the elimination of existing landscaped features in the parkways and medians at two intersections along Midway Road reduces the aesthetic integrity of the roadway and our community as a whole. Consequently, please reduce the scope of work within Project 12 of the CMAQ Program by eliminating all proposed construction improvements and associated right-of-way acquisition within the intersections of Midway Road and Proton Drive and Midway Road and Beltway Drive.

In addition, we will include provisions in our next fiscal year budget for future streetscape improvements in the medians and parkway areas of the Town's three remaining CMAQ, Project 12 intersections. Accordingly, modifications to the current design at each location is requested and should include construction of subdrain systems to accommodate the anticipated level of irrigation and storm water within the roadway.

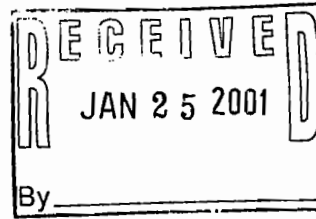
Your timely assistance in this matter is appreciated. Should you have any questions, please contact me at 972-450-2886.

G4.2 / Read / P12 - 14.2 / Jack Loggins

Sincerely,

*Steven Z. Chutchian*

Steven Z. Chutchian, P.E.  
Assistant City Engineer



Cc: Chris Terry, Assistant City Manager  
Mike Murphy, Director of Public Works  
Jim Pierce, Assistant Director of Public Works

*JJP*



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Brinckerhoff**

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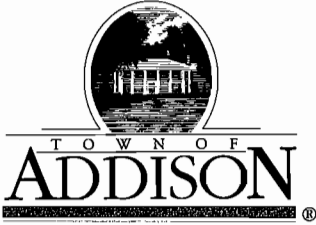
*Jack W. Loggins*  
Jack W. Loggins, P.E.  
Program Manager

Attachment: Town of Addison letter dated 1/24/01

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- Fraydoon Nafissi, P.E., Texas Department of Transportation, w/attachments
- Dave Davis, P.E., City of Farmers Branch, w/attachments
- Mike Murphy, P.E., Town of Addison, w/attachments
- Steven Chutchian, P.E., Town of Addison, w/attachments
- Eric Starnater, P.E., C&B, Inc., w/attachments

*Steve P.*  
2/2/01

*MIKE/JM - I TALKED TO JACK LOGGINS REGARDING THIS LETTER. HE WILL FORWARD TO US ANY COMMENTS THAT ARE RECEIVED FROM FARMERS BRANCH. HE STATED THAT ADDISON CAN STILL TERMINATE OUR PORTION OF PROTON & SAVE THE LANDSCAPING. BELTWAY IS COMPLETE IN ADDISON - & I FORWARDED OUR CITY BOUNDARY MAP TO JACK, BY FAX, FOR HIS RECORDS. HOWEVER, JACK SENT OUR REQUEST TO NCTCOG. HE STATED THAT COG MAY CONCUR WITH OUR REQUEST - ON SEND CORRESPONDENCE TO ADDISON STATING THAT WE NEED TO REPLACE THE DELETIONS*



**PUBLIC WORKS DEPARTMENT**


Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

**MEMORANDUM**

**To:** Chris Terry / Asst. City Manager

**From:** Michael E. Murphy, PE / Director of Public Works 

**Re:** Public Works Capital Improvement Project Update: Addison Road Widening and Dallas County CMAQ (Congestion-Mitigation-Air Quality) Intersection Improvements.

**Date:** January 19, 2001

Because of the impact to the surrounding corridor landscape as a result of the construction of two specific Capital Improvement Projects (***Addison Road Widening and Dallas County CMAQ Intersection Improvements***), Public Works staff would like to update the Council on current progress and recommendations.

***Addison Road Widening Phase I:*** This project will widen Addison Road from its current 4-lane configuration to a 5-lane roadway. This project includes design of the roadway from Belt Line road to Keller Springs. The first phase of the construction is anticipated to be from Belt Line Road through Morris Road.

***CMAQ Intersection Improvements:*** This is a joint Addison, Carrollton, Dallas County, and Farmers Branch project that involves intersection improvements on Midway Road from LBJ to Trinity Mills. The intersections in Addison are Spring Valley, Proton, Beltway, Lindbergh, and Keller Springs. Dallas County will administer the design phase. The Town of Addison intends to bid and administer the construction phase for TX-DOT. This project will enhance mobility in this congested corridor.

**Recommendations:**

***Addison Road Widening Phase I*** – Staff recommends proceeding with the widening project with minor design modifications to satisfy public concerns regarding landscaping.

***CMAQ Intersection Improvements*** - Staff recommends proceeding with three of the five proposed CMAQ Intersections in Addison - Spring Valley/Midway, Lindbergh Drive/Midway, Keller Springs/Midway and remove proposed construction of Proton Drive/Midway and Beltway Drive/Midway.





# CMAQ INTERSECTION IMPROVEMENTS PROJECT 12

MIDWAY ROAD AT SOJOURN DRIVE/BELMEADE DRIVE

MIDWAY ROAD AT KELLER SPRINGS ROAD

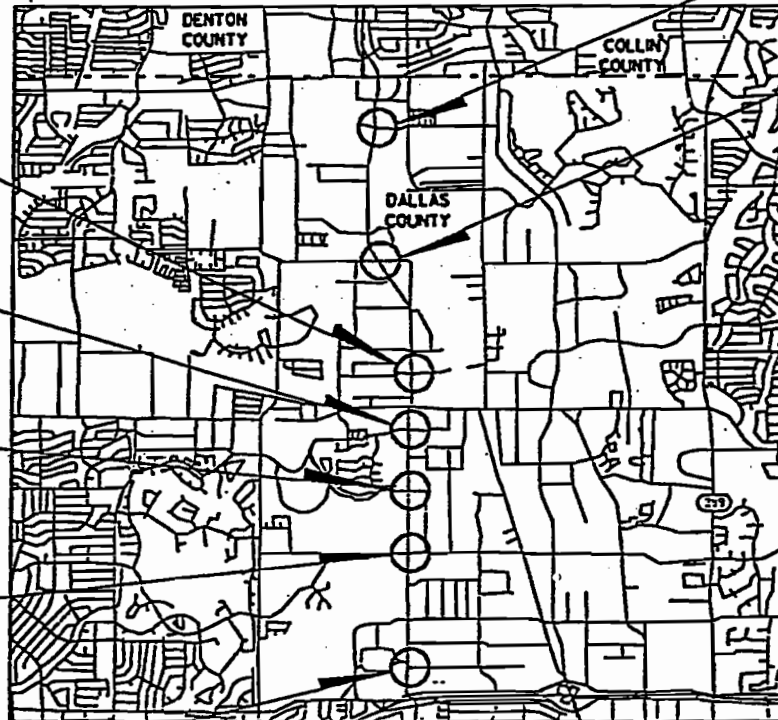
MIDWAY ROAD AT LINDBERGH DRIVE

MIDWAY ROAD AT BELTWAY DRIVE

MIDWAY ROAD AT PROTON DRIVE

MIDWAY ROAD AT SPRING VALLEY ROAD

MIDWAY ROAD AT McEWEN ROAD



NOT TO SCALE

HP LaserJet 3100  
Printer/Fax/Copier/Scanner

SEND CONFIRMATION REPORT for  
TOWN OF ADDISON  
9724502837  
Jan-19-01 2:42PM

Job	Start Time	Usage	Phone Number or ID	Type	Pages	Mode	Status
404	1/19 2:40PM	1'37"	7043.....	Send.....	4/ 4	EC 96	Completed.....

Total 1'37" Pages Sent: 4 Pages Printed: 0

TOWN OF  
ADDISON

PUBLIC WORKS

To: Bill Shupp

From: Michael E. Murphy, P.E.  
Director of Public Works

Company: \_\_\_\_\_

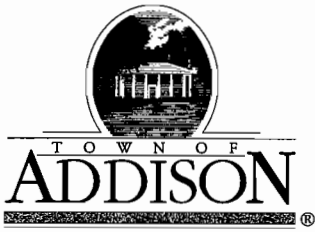
Phone: 972/450-2878  
Fax: 972/450-2837

FAX #: \_\_\_\_\_

Date: 1-19-01

No. of pages (including cover): 4

16801 Westgrove  
P.O. Box 9010  
Addison, TX 75001-9010



**PUBLIC WORKS DEPARTMENT**

Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871

16801 Westgrove

**MEMORANDUM**

**TO:** Chris Terry, Assistant City Manager  
**FROM:** Michael E. Murphy, PE, Director / Public Works  
**SUBJ:** Item Clarification for Texas Clean Air Resolutions  
**DATE:** December 6, 2000

**Re:** Resolutions urging the 77<sup>th</sup> Texas Legislature to take certain actions to improve Texas' Air Quality and Surface Transportation Infrastructure.

During the October 24, 2000 Council Meeting, Mayor Wheeler presented two items requiring Resolutions that would add The Town of Addison to a list of North Texas Cities, represented by the Texas Clean Air Group, urging the 77<sup>th</sup> Texas Legislature to take certain actions to improve Texas' Air Quality and Surface Transportation Infrastructure. During that meeting, Council requested clarification on several items regarding the two referenced resolutions and subsequently the items were tabled for future consideration.

During the interim I have acquired information from Dan Petty (President of the North Texas Commission) that defines and describes items referred to in the proposed resolutions.

For your convenience I have indexed and attached these items.

## INDEX

1. **TEXAS CLEAN AIR WORKING GROUP (POLICY STATEMENT)**
2. **TEX – 21 FACT SHEET**
3. **INFORMATION SHEET**
  - A. *Development Corp. Act 4a & 4b.*
  - B. *GARVEE Bond Definition*
  - C. *Design – Build Procurement Method*
  - D. *2060 Permits*
4. **EMISSION REDUCTION CONTROL STRATEGIES**
5. **ALTERNATIVE FUELS VEHICLES**
6. **LOCAL OPTION AIR QUALITY ISSUES**

 **TEXAS CLEAN AIR WORKING GROUP****Interim Legislative Policy Statement**

The Texas Clean Air Working Group is a public and private sector alliance with participation from organizations and elected officials from the state's federally designated air quality nonattainment and near non-attainment areas. In addition to sharing information and strategies, an objective of the Working Group is to elevate the issue of meeting the federal standards to a statewide level of importance. A significant portion of the state is included within the scope of these areas:

- thirty-seven counties;
- the cities of Austin, Beaumont, Corpus Christi, Dallas, El Paso, Fort Worth, Galveston, Houston, Longview, Port Arthur, San Antonio and Tyler;
- 70% of the state's population;
- 76% of Texas jobs;
- 82% of personal income; and
- 83% of gross state product.

The Texas Clean Air Working Group recognizes the following:

- air quality impacts the public health as well as the economic health of our entire state;
- the Texas Legislature has an important role to play assisting all areas of the state to attain and maintain compliance with federal air quality standards, while maintaining a strong economy; and
- a successful air quality compliance strategy can be accomplished through a cooperative approach in which all regions of the state – urban, suburban and rural – recognize their roles and stakes in the process. Given the integrated nature of the Texas economy, all parts of the state will benefit when air quality compliance is achieved.

As the State of Texas prepares for the convening of the 77<sup>th</sup> Legislature, the Texas Clean Air Working Group is committed to serve as a resource and an advocate for prudent and effective policies and strategies which will improve Texas air quality.

We commend the Lieutenant Governor and the Speaker of the House for their leadership in focusing state legislative attention on the issue through the assignment of interim charges. We recognize the commitment of the chairs, members and staff of the Senate Committee on Natural Resources, the House Committee on Environmental Regulation, the Senate Committee on Finance, and the House Committee on Appropriations to explore all reasonable policy options for improving air quality.

The Texas Clean Air Working Group has identified three priority policy areas described below. It should be noted that the TNRCC has worked very closely with local governments, business organizations, and public interest groups to develop the State Implementation Plan (SIP) for Texas' four nonattainment areas. The working group's highest priority is to ensure that the SIP remains intact, as it has been developed. We respectfully request the Senate and House interim committees and ultimately the full Legislature to give all due consideration to the following recommendations:

### **1) Develop an integrated strategy to reduce mobile source emissions**

State law should be integrated with federal regulations that establish new vehicle emissions and fuel standards and state regulations that provide for inspection and maintenance programs, reduced speed limits and voluntary vehicle scrappage programs. We recommend the following for consideration:

- revision to the Texas vehicle registration system eliminating the fee reduction for older vehicles that tend to be higher emitting vehicles;
- targeted tax incentives for the purchase of low-emission passenger vehicles and the conversion of conventionally fueled vehicles;
- an exemption from vehicle inspection requirements for newer vehicles, providing for a waiver fee to fund voluntary vehicle scrappage and maintenance programs;
- necessary resources for state agencies responsible for administering and enforcing inspection and maintenance programs, scrappage programs, speed limit reductions and public education programs;
- increased investment in mobility improvements designed to reduce traffic congestion and mitigate motor vehicle emissions; and
- initiatives to reduce area and non-road mobile source emissions consistent with Federal regulations.

### **2) Develop innovative financial incentives for commercial emissions reduction**

Targeted incentives for emissions reductions in the commercial sector should be enacted. Ad valorem tax incentives, sales/use tax exemptions and franchise tax incentives should be considered individually or as a combined strategy to effectively target specific industry sectors. We recommend the following for consideration:

- Franchise tax credit for capital investment in research and development of innovative technologies designed to reduce or remove air pollutants.
- Financial incentives to encourage participation in voluntary emission reduction programs, pollution prevention programs and voluntary permitting.
- Provide financial incentives for the deployment of pollution control equipment based on the provisions of the Property Redevelopment and Tax Abatement Act and the Clean Air Financing Act.
- Targeted tax incentives for capital investment in low emission non-road equipment including heavy construction equipment and airport ground support equipment.
- Financial incentives for discretionary investment in Supplemental Environmental Projects (SEP) in enforcement settlements.

### **3) Support the effective implementation and enforcement of the SIP emission reduction measures**

The clean air goals embodied in the State Implementation Plans in accordance with Federal law will not be achieved if various emission reduction measures are not effectively enforced. In fact, the EPA assessment of control measures' effectiveness is on the basis of compliance levels. Adequate funds are necessary to provide clear authority to ensure effective enforcement of the SIP control measures. Funds are also needed to provide state-of-the-art air quality research modeling tools and monitoring equipment. In addition, we recommend consideration of a targeted public information campaign addressing public awareness of the air quality issue, the benefits of compliance and the public's responsibilities relating to air quality.

The Texas Clean Air Working Group recognizes that local, state, and Federal environmental policies are evolving. The points itemized in this document provide a general framework of priority issues for legislative consideration. As these issues are resolved, the Texas Clean Air Working Group will further develop and refine the legislative recommendations outlined above.



# TEX-21

2.

## TRANSPORTATION EXCELLENCE FOR THE 21<sup>ST</sup> CENTURY

### Chairs

Linda Harper-Brown  
Councilwoman, City of Irving

Jack Miller  
Former Mayor, City of Denton

### Co-Chairs

Dora G. Alcalá  
Mayor, City of Del Rio

Tim Bannwolf  
Councilman, City of San Antonio

Keane Barr  
Mayor, City of Fort Worth

Bob Cass  
Manager, City of Lubbock

Robert Eckels  
Judge, Harris County

Sandy Greyson  
Councilwoman, City of Dallas

Ron Harmon  
Commissioner, Johnson County

Lee Jackson  
Judge, Dallas County

Keane A. Mayfield  
Commissioner, Dallas County

Stephen W. McCullough  
Manager, City of Irving

Jerry McGuire  
City Manager, City of Odessa

Lynn McIlhenny  
Mayor, City of College Station

John Murphy  
Mayor Pro Tem, City of Richardson

Randy Neugebauer  
Ports-to-Plains Trade Corridor,  
Lubbock

Carlos M. Ramirez, PE  
Mayor, City of El Paso

Carroll G. Robinson  
Councilman, City of Houston

Richard Rozier  
Mayor, City of DeSoto

Fidel R. Rul, Jr.  
Mayor, City of Alice

Kathy Seei  
Mayor, City of Frisco

Mark Scott  
Councilman, City of Corpus Christi

Rick Sheldon  
Rick Sheldon Real Estate  
San Antonio

Kirk Watson  
Mayor, City of Austin

Mark Watson  
Manager, City of Temple

B. Glen Whitley  
Commissioner, Tarrant County

### TEX-21 Fact Sheet

In communities across the state, transportation has become a significant economic development and quality of life issue that must be addressed on a daily basis. With the state only able to fund about 40% of the needed transportation projects statewide, local communities increasingly have to shoulder more of the transportation burden. The rapid population growth of the 90's, in conjunction with the increased commercial traffic from NAFTA, is straining our statewide transportation infrastructure.

TEX-21 is a grassroots statewide coalition made up of mayors, councilmembers, county judges and commissioners, city managers, transportation planners, chambers of commerce, and private business people who are working at the highest level to find comprehensive solutions to the transportation challenges faced across Texas.

In the past, each region of the state has competed against the others for limited transportation resources. TEX-21 members want to unite the entire state and collaboratively approach the legislature to show its members that transportation infrastructure needs to be elevated across Texas.

Although each region of the state has its own unique transportation concerns, we are all united in the belief that greater transportation funding levels will help all regions. Congestion, air quality concerns, safety issues, economic development, international trade, and quality of life can all be addressed by showing the Texas Legislature that transportation infrastructure deserves a greater commitment.

TEX-21 is studying all transportation issues. We have adopted a deliberative committee process that is discussing transportation concerns across the state to reach a consensus on how to best address them. The committees are composed of representatives from every region of the state to ensure that a statewide perspective is achieved. These committees meet at each TEX-21 monthly statewide meeting.

- Committee on Intermodal Transportation and NAFTA Corridors
- Committee on Transportation Finance
- Committee on Air Quality, Roadway Safety, Design, and Construction Standards

The committee process has produced a preliminary package of transportation solutions at the Texas Transportation Summit in Irving June 21-23 and will continue throughout the interim.

Statewide TEX-21 meetings, hosted by local officials, have been held or are scheduled as follows: Irving 11/8/99, Laredo 12/13/99, San Antonio 1/28/00, Austin 3/17/00, Lubbock 4/14/00, Houston 5/19/00, Irving 6/21-6/23/00 at the Annual Transportation Summit, El Paso 8/4/00, Midland Odessa 9/15/00, Corpus Christi 10/13/00, Dallas 11/10/00, Fort Worth 12/15/00, Austin 1/30/01.

dan@ntc-dfw.org, Addison Info Request

3.

To: dan@ntc-dfw.org
From: Vic Suhm <vic@ntc-dfw.org>
Subject: Addison Info Request
Cc:
Bcc:
Attached:

- A. The Development Corporation Act Sections 4a and 4b authorize local governments by local option election to impose a sales tax for economic development and crime control, within the 8.25-cent combined cap. Cities that have enacted one-cent for transit and one-cent for city operations have no room within the cap, since the state sales tax is 6.25 cents. Transportation and transit are not specifically listed as permitted 4a and 4b uses. The proposal is to add them, by local option election. It is one way to add more revenue to the transportation revenue stream, even though it is not available to all cities.
B. GARVEE bonds are a financing tool authorized in the federal surface transportation bill. It is an acronym for Grant Anticipation Revenue Vehicle. GARVEEs are a pledge of future motor vehicle tax receipts collected by the federal government and allocated to state DOTs, to service debt issued for highway projects. Debt issuance in Texas requires a constitutional amendment. The proposal is to authorize a constitutional amendment (requires a 2/3 vote of the legislature and approval by the general electorate) to permit TxDOT to issue GARVEE bonds backed by a pledge of some portion (I think 15%) of future federal funding. It brings no new revenue to transportation but can accelerate project development.
C. Design-Build is an alternative procurement method--an alternative to the traditional method of hiring an engineer to produce a set of plans and then to seek competitive bids from a contractor to construct the project. With design-build, TxDOT would select a design-build firm (architect and contractor) simultaneously, permitting the beginning of construction earlier than under the traditional method, as the contractor can begin work on a portion of the project as the design for that portion is complete. It is a means of accelerating project development. Design-build advocates say it can also reduce costs and achieve other efficiencies, but the more commonly cited advantage is quicker implementation of a project.
D. 2060 permits authorize heavy commercial vehicles (up to 84,000 lbs GVW) to travel Texas highways. These vehicles cause tremendous damage to roads and bridges. The permit fee is in the \$200 range. If it were to be in proportion to the extra infrastructure damage the extra weight causes, it would be in the \$2000 range. The proposal is (i) to increase the fee, (ii) increase the sanction for violators and (iii) to require permit holders to comply with posted bridge weight restrictions. The proposal is not specific as to fee or sanction amount, thinking that this will require some negotiation between TxDOT and TMFA (Texas Motor Transport Assn).





**Dallas-Fort Worth Attainment Demonstration SIP  
Emission Reduction Control Strategies**

**SIP Rules**

Item	Summary
<p><b>DFW Electric Generating Utilities</b> Rule</p>	<ul style="list-style-type: none"> <li>- 0.033 lb NOx/MMBtu large DFW systems</li> <li>- 0.06 lb NOx/MMBtu small DFW systems</li> <li>- 2005</li> <li>- Heat Input Based on Highest 30-day period</li> </ul>
<p><b>Regional Electric Generating Utilities</b> Rule</p>	<ul style="list-style-type: none"> <li>- East Texas Region (outside non-attainment areas)</li> <li>- 0.165 lb NOx/MMBtu permitted coal and lignite boilers</li> <li>- 0.14 lb NOx/MMBtu permitted gas boilers</li> <li>- 2003 compliance date for cost recovery units</li> <li>- 2005 compliance date for others</li> </ul>
<p><b>Cement Kilns in East Texas</b> Rule</p>	<ul style="list-style-type: none"> <li>- 1996 baseline</li> <li>- 4 lbs/ton NOx limit for wet kilns or 30% overall reduction in Ellis county</li> <li>- Reduction complete by 2003 in Ellis county</li> <li>- Reductions of approximately 30% complete in 2005 for the region</li> </ul>
<p><b>Vehicle I/M (Inspection and Maintenance)</b> Rule</p>	<ul style="list-style-type: none"> <li>- ASM (Acceleration Simulation Mode) without VMAS or equivalent/OBD (On- Board Diagnostics)</li> <li>- January 2002 core (Dallas, Tarrant, Collin, Denton)</li> <li>- January 2003 outside for counties with resolutions (Rockwall, Ellis, Kaufman, Johnson, Parker)</li> <li>- \$450 waiver fee</li> </ul>
<p><b>Vehicle Technology</b> Rule</p>	<ul style="list-style-type: none"> <li>- Federal TIER II standards in 2004</li> <li>- California LEV II by 2007 being held in abeyance</li> </ul>
<p><b>Reformulated Gasoline (RFG)</b> Rule</p> <p><b>Accelerated Purchase of Off-Highway Diesel Equipment</b> Rule</p>	<ul style="list-style-type: none"> <li>- Propose not extending RFG into outlying counties</li> <li>- Lower RVP</li> <li>- EPA to phase out MTBE over next 3 years</li> <li>- Lower sulfur fuel concurrent with HGA rules - 15 to 20 ppm (statewide possible)</li> <li>- 4 core counties                             <ul style="list-style-type: none"> <li>• Start 2004, complete by 2007</li> <li>• 100% Tier II for the 50-100 hp class</li> <li>• 50% Tier II/50% Tier III for the 100-750 hp class</li> <li>• 100% Tier II for &gt; 750 hp class</li> </ul> </li> <li>- Exemption for alternative plan with equivalent emission reductions</li> </ul>

CONTINUED.....

DFW SIP

PAGE 2 of 2

<b>Construction Delay</b> Rule	<ul style="list-style-type: none"> <li>- 4 counties</li> <li>- 2005 (between June 1 to October 31)</li> <li>- Exempts emergency and wet concrete operations</li> <li>- Exemption for alternative plan with equivalent emission reductions</li> </ul>
<b>Cleaner Diesel Fuel</b> Rule	<ul style="list-style-type: none"> <li>- 9 counties (possible expansion region- or statewide concurrent with HGA rules)</li> <li>- May 1, 2002 for DFW</li> <li>- Cal diesel or equivalent, subject to ED review</li> </ul>
<b>Water Heaters and Small Boilers</b> Rule	<ul style="list-style-type: none"> <li>- statewide</li> <li>- Applies to new units manufactured starting July 1, 2002 for relaxed interim standards and 2005 for final standards</li> </ul>
<b>California Gasoline Engine Standards for Non-Highway Equipment</b> Rule	<ul style="list-style-type: none"> <li>- Applies to new equipment sales of 175 hp and less (forklifts, compressors, generator sets)</li> <li>- 9 counties <ul style="list-style-type: none"> <li>• May 1, 2004</li> <li>• Exempt: recreational equipment, stationary engines, marine vessels, and equipment on tracks</li> </ul> </li> </ul>
<b>Airport Ground Support Equipment</b> Rule	<ul style="list-style-type: none"> <li>- 4 counties</li> <li>- 2005 complete</li> <li>- Phased implementation 20%, 50%, 90%</li> <li>- Alternative plans considered if they meet 90% of 100% electrification</li> <li>- exempt winter equipment</li> </ul>
<b>VMEP (Voluntary Mobile Emission Reduction Programs)</b> SIP	<ul style="list-style-type: none"> <li>- Accelerate Locomotive Tier II Engines (4 counties)</li> <li>- Retrofit Selected Off-Road HD Engines (12 counties)</li> <li>- Control Measures for Ozone Season (12 counties)</li> <li>- Sustainable Development</li> <li>- Alternative Fuel Program (4 counties)</li> <li>- Employee Trip Reduction Program (9 counties)</li> <li>- Vehicle Retirement/Maintenance Program (9 counties)</li> </ul>
<b>Building Efficiency Codes</b> SIP	<ul style="list-style-type: none"> <li>- 9 counties 2000 standards</li> <li>- 2001 implementation</li> </ul>
<b>TCMs (Transportation Control Measures)</b> SIP	<ul style="list-style-type: none"> <li>- 4 counties</li> <li>- travel demand management in surrounding 5 counties</li> <li>- various years</li> </ul>
<b>Speed Limit Reduction</b> SIP	<ul style="list-style-type: none"> <li>- 9 counties</li> <li>- 2001</li> <li>- 5 mph reduction (70 mph to 65 mph, 65 mph to 60 mph, all other limits to remain unchanged)</li> </ul>



# Texas Clean Air Working Group

5.

206 W. 13th. Street / Austin, TX 78701  
512/476-6174 fax: 512/476-5122

A project of the  
Texas Conference of Urban Counties

## Co-Chairs:

Honorable Ron Harris,  
Collin County Judge  
Mr. George Beatty,  
Greater Houston Partnership

## Alternative Fuels Vehicles

### Background

#### Participating Entities:

Alamo Area COG  
Bexar County  
Business Coalition for  
Clean Air  
City of Austin  
City of Dallas  
City of Fort Worth  
City of Houston  
City of San Antonio  
Clean Air Force of  
Central Texas  
Collin County  
Conference of  
Urban Counties  
Corpus Christi COG  
Dallas County  
Dallas Regional  
Mobility Coalition  
Environmental  
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Greater Houston Partnership  
Greater San Antonio COG  
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House Committee on  
Environmental Regulations  
Houston-Galveston  
Area Council  
Jefferson County  
North Central Texas COG  
NorthEast Texas Air Care  
North Texas Commission  
Office of Governor  
George W. Bush  
Office of House Speaker  
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Governor Rick Perry  
Office of State Representative  
Betty Brown  
Office of State Representative  
Ruben Hope  
Office of State Senator  
David Bernsen  
Office of State Senator  
Jon Lindsay  
Office of State Senator  
Steve Ogden

Reducing emissions from mobile sources can be accomplished with a straightforward, integrated, public policy strategy. A major component of that strategy provides for establishing financial incentives for alternative fuel programs designed to increase the utilization of alternative fuel vehicles (AFV) and alternative fuels. Texas residents, commercial enterprises, school districts, local governments, non-profit entities will be the beneficiaries of increased financial resources and incentives to encourage the use of alternatively fueled vehicles.

Air pollution from mobile sources is a major concern among some nonattainment and near nonattainment cities and counties. Seventy percent of the state's population resides in these areas, making it an issue by which a majority of Texans are affected. Vehicle emissions, in conjunction with stationary source emissions, may create health problems for our children and senior citizens. Public health is not the only area affected, areas where tourism is an important economic consideration are threatened by the loss of visibility. Although many vehicles and fuels are getting cleaner, the amount of vehicle miles traveled by fleets and private vehicle operators continues to increase as the Texas economy grows, adding to the problem.

Alternative transportation fuels such as compressed natural gas, propane, electricity, and renewable fuels, which are produced Texas, can all make a tremendous impact on emissions. Operation of vehicles using alternative fuels provides certification levels that routinely meet, or surpass, LEV (low emission vehicle), ULEV (ultra low emission vehicle), SULEV (Super Ultra Low Emission Vehicle) ILEV (Inherently Low Emission Vehicle) and ZEV (zero emission vehicle) standards.

A major impediment to achieving these benefits from AFV use is the associated incremental cost to the fleet operator, or citizen, of the cleaner technology vs. its conventionally fueled counterparts. The higher priced AFVs put increased pressure on a fleet operator's capital budget. The prospect of recouping these capital budget outlays through operational budget savings is a difficult leap of faith for budget conscious managers or

Office of State Senator  
Florence Shapiro  
Senate Committee  
On Natural Resources  
Southeast Texas Regional  
Planning Commission  
Tarrant County  
Texas Department  
of Transportation  
Texas Natural Resource  
Conservation Commission  
Texas Sunset Commission  
Travis County  
U.S. Environmental  
Protection Agency  
West Houston Association

citizen. Therefore, providing incentives that are immediately available at the time of purchase is critical.

Auto dealer refund programs, whereby dealers receive a refund from the State for all AFVs sold, allow for lower sticker prices. Such programs have proven effective in other states, as have competitive grant programs, whereby vehicle manufacturer, fuel provider and fleet operator work cooperatively to propose a project.

Tax exemptions and fee waivers can also play an important role as part of a package of incentives designed to promote clean air through alternative fuel use. Although the Clean Air Working Group believes that a refund and /or grant program is the most critical element of this package, tax exemptions, credits and fee waivers can add to an operator's decision to switch to cleaner burning alternative fuels.

In addition, there are some creative non-monetary incentives, which may help encourage the use of AFVs by fleet operators. These initiatives cost little, if anything, to the budget of the state, or local, government offering the incentive. Since these items will have less impact on the purchase decision, they are seen as complements to the other measures and should not be relied upon to spark the AFV market alone.

The state can assume a leadership role in the area of alternative fuels. AFV incentive programs not only lead to reduced air pollution, but also provide opportunities for economic development while enhancing our local energy independence.

### **Statement of Support**

The Texas Clean Air Working Group supports establishing an alternative fuel incentive program to enable Texas consumers, businesses, school districts, local governments, and non-profits to buy down the incremental costs of certified low emitting AFV's, retrofits, and infrastructure development. This will be an essential element of the state's overall strategy to reduce mobile source emissions, improve air quality, and promote economic development.

### **Recommendations**

- Because the degree of pollution reduction varies with the technology employed, allow technology which produces greater emissions reductions to be eligible for larger incentives.
- Require AFVs, regardless of whether OEM, or retrofit, to carry a minimum EPA certification for low emitting vehicles.
- Create a dealer refund program that provides dealers a refund on AFV vehicles sold, on a first-come, first-served basis.
- Create a competitive grant program to provide partial funding for AFV projects, based upon project merit.

- Create a number of tax incentives, each of which should end in eight years, including:
  - AFV purchases should be exempt from both state and local sales tax.
  - Companies that wish to purchase and install AFV conversion equipment that meets emissions certification standards should be exempt from state and local sales tax on the cost of the equipment and its installation.
  - A franchise tax credit equal to the incremental cost of the AFV should be implemented.
  - A franchise tax credit for the cost of the capital investment in refueling infrastructure should be explored.
  - Franchise tax credits for corporations that play a role in the provision of non-monetary incentives for AFVs.
- Create a number of non-monetary incentives, each of which should end in eight years, including:
  - AFVs should be allowed to access HOV Lanes regardless of the number of occupants in the vehicle.
  - Special parking privileges on state grounds.
  - Priority lanes for AFV taxicabs at airports.

6.



# Texas Clean Air Working Group

206 W. 13th. Street / Austin, TX 78701  
512/476-6174 fax: 512/476-5122

A project of the  
Texas Conference of Urban Counties

## Co-Chairs:

Honorable Ron Harris,  
Collin County Judge  
Mr. George Beatty,  
Greater Houston Partnership

## Local Option Air Quality Initiatives

### Background

#### Participating Entities:

Alamo Area COG  
Bexar County  
Business Coalition for  
Clean Air  
City of Austin  
City of Dallas  
City of Fort Worth  
City of Houston  
City of San Antonio  
Clean Air Force of  
Central Texas  
Collin County  
Conference of  
Urban Counties  
Corpus Christi COC  
Dallas County  
Dallas Regional  
Mobility Coalition  
Environmental  
Defense Fund  
Fort Worth COC  
Greater Dallas Chamber  
Greater Houston Partnership  
Greater San Antonio COC  
Gregg County  
Harris County  
House Committee on  
Environmental Regulations  
Houston-Galveston  
Area Council  
Jefferson County  
North Central Texas COG  
NorthEast Texas Air Care  
North Texas Commission  
Office of Governor  
George W. Bush  
Office of House Speaker  
Pete Laney  
Office of Lieutenant  
Governor Rick Perry  
Office of State Representative  
Betty Brown  
Office of State Representative  
Ruben Hope  
Office of State Senator  
David Bernsen

Environmental interest groups, business leaders, state and locally elected officials recognize the health consequences of failing to clean the air, and also recognize the dire economic consequences of failing to comply with the Federal Clean Air Act. A review of the scientific research and reported experiences of other states fails to identify a "silver bullet" or a single control strategy that achieves compliance with federal air quality standards in all communities. This is primarily because every community is unique with regard to the quantity and content of their emissions and their respective climatic conditions. Consequently, a broad framework of control strategies and tools needs to be developed, so that local communities can design an emissions reduction program that achieves compliance by addressing their specific emission sources.

Emissions from an individual car are generally low, relative to the industrial sources many people associate with air pollution. However, in numerous Texas cities, the personal automobile is the single greatest polluter, as emissions from millions of vehicles on the road have a cumulative impact. With ozone continuing to present a persistent urban air pollution problem, future vehicle emission control programs will emphasize hydrocarbon and nitrogen oxide reductions.

There are several methods which have been used in Texas and in other states to address emissions

Office of State Senator  
Jon Lindsay  
Office of State Senator  
Steve Ogden  
Office of State Senator  
Florence Shapiro  
Senate Committee  
On Natural Resources  
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Tarrant County  
Texas Department  
of Transportation  
Texas Natural Resource  
Conservation Commission  
Texas Sunset Commission  
Travis County  
U.S. Environmental  
Protection Agency  
West Houston Association

problems.

- Inspection and Maintenance (I & M) programs are designed to identify vehicles with excessive exhaust emissions and require them to meet reasonable emission standards to reduce vehicle related air pollution. Last biennium, TNRCC received approximately \$2.8 million as part of their Air Quality Assessment and Planning strategy (A.1.4, rider 6), for the development, administration, evaluation, maintenance and operation of a vehicle emissions inspection and maintenance program in Harris, El Paso, Tarrant, and Dallas counties.

Currently, Texas law provides that all cars 2 to 24 years old in Harris, El Paso, Tarrant, and Dallas counties must pass a \$13 tailpipe emissions test before they can be issued a safety inspection sticker. Vehicles less than 2 years old are not included in the program. During 1997, vehicles 2 to 6 years old comprised 43% of the cars in the affected counties, but exhibited a 1 to 1.5 % failure rate and only accounted for 6% of volatile organic compound emissions from cars. By comparison, vehicles in the 7 to 24 year range had an 11% failure rate and accounted for the remainder of emissions from cars.

Previously filed legislation would allow for an emissions testing exemption for cars, which are less than 6 years old in exchange for a mitigation fee which can be used by the county government for a repair assistance and accelerated vehicle retirement program for low-income drivers. This previously filed legislation provides more enforcement mechanisms for the auto emissions testing program, and provides incentives for counties adjacent to the affected counties to voluntarily participate in auto emissions testing.

- Accelerated Vehicle Retirement Programs are designed to address old automobiles with no or few emission controls. Newer vehicles

possessing emission controls which have been tampered with, maintained improperly, have failed, or have otherwise been rendered ineffective are also significant contributors of emissions. While normal attrition of the fleet solves some of this emissions problem, some high emitting vehicles remain in operation for long periods of time. It is these vehicles which retirement programs seek to remove from the fleet by providing an incentive for owners to retire these vehicles sooner than they would have in the absence of the program. TNRCC has adopted rules providing for a framework for locally administered Vehicle Retirement Programs. The success of these programs is dependent upon reliable sources of funding.

- Low-income Vehicle Repair Assistance Programs are designed to make it easier for low-income motorists to comply with tougher pollution standards and maintain their mobility. One of the greatest barriers to getting and keeping jobs for many low-income residents is reliable transportation. While jobs once were concentrated in cities, two thirds of new jobs today are created in the suburbs. More than half of these new jobs are not accessible by public transportation and an estimated 94 percent of welfare recipients do not have cars. Low-income persons should not be forced to scrap their car or drive an unregistered vehicle if they cannot afford repair costs.

### **Statement of Support**

The Texas Clean Air Working Group (TCAWG) supports the utilization, whenever feasible, of market-based approaches and regulatory approaches for meeting the required emission standards of the Federal Clean Air Act. Both near non-attainment and non-attainment areas should be given a wide range of local option tools to mitigate designation and/or to comply with air quality standards, such as alternatively fueled vehicles, an inspection and maintenance program, a low-income vehicle repair assistance program and an accelerated vehicle retirement program (scrappage program),



which should be considered by the 77<sup>th</sup> Legislature. What follows is a brief summary of the most significant concepts involved with implementation of the above mentioned control strategies.

### **Recommendations**

- Inspection and Maintenance Program
- Provide for a local option by county and/or most populous city to institute a vehicle emissions I & M program in either a nonattainment or near nonattainment area.
- Provide sufficient lead-time to implement the program and establish a reasonable annual fee on vehicle owners for inspection sticker renewal to cover program costs. Proper testing equipment and proper training for inspectors and repair technicians is needed. In addition, the program should include management of a statewide database to account for tests and the ability to perform covert surveillance.
- I&M should apply to all gasoline-powered vehicles within classified areas that are required to be registered, including commercial, governmental, and fleet vehicles. Provide for exempt classes of vehicles and allow for an appropriate mitigation fee.
- Vehicles that are at least six, but less than 35 years old are subject to the I&M program. An exemption should be considered if the registered owner of the vehicle cannot afford to comply with the program based on reasonable income standards such as Medicaid eligibility.
- TNRCC and the DPS should have oversight responsibility for the program operations regarding specifications of testing equipment, record keeping and reporting procedures, and procedures for issuing or denying emissions inspection certificates and measuring air quality compliance standards for vehicles.

TNRCC should work with DPS and other local law enforcement to design and enforce any inspection and maintenance program.

- Vehicles in classified areas should be tested as a condition for obtaining a valid safety inspection certificate. The certificate would include some clear distinguishing mark that would be annually or biennially inspected and renewed.
- Establish a flat clean air act fee for vehicles subject to an I & M program. TNRCC may assess the fees for I&M at inspection or re-inspection facilities licensed by the DPS. The I&M program must be reasonably able to recover the costs of developing, administering, evaluating and enforcing the program.
- Inspection and re-inspection stations may retain a portion of the fee to recover costs and a reasonable profit margin. TNRCC may contract with private entities to operate a fleet testing program. The fee shall be set by the commission in an amount not to exceed twice the fee otherwise provided by law or by rule. A portion of the fee, as determined by the commission, may be remitted by the private entity to the fleet facility.
- All vehicles are subject to the test on resale requirements. A person who sells or transfers ownership of a motor vehicle for which a vehicle emissions inspection certificate has been issued is not liable for the cost of emission control system repairs that are required.
- Testing is required when a vehicle undergoes a safety inspection. Vehicle registration renewal notices should indicate that emission testing is required.
- Emissions from the vehicle will continue to be tested as well as the vehicle's gas cap to ensure that it seals properly. If the vehicle fails either portion of the test, the owner must

have emission related repairs performed and/or replace the gas cap prior to being retested. Satisfactory completion of the test requirements is necessary before a vehicle safety inspection sticker can be issued. The inspector gives all motorists an information brochure at the time of the initial test to explain the repair and retest process.

- A county may use the mitigation monies from newer car exemption fees for purchase of stickers and administering and implementing the program. Participating counties may pool money with other participating counties.
- Accelerated Vehicle Retirement Program
- Provide local governments the authority to design an accelerated vehicle retirement program as a SIP measure or in conjunction with a private company to acquire emission credits.
- The program should not require that a vehicle which fails an emission test be sold or destroyed by the owner.
- Provides that a fleet vehicle, a vehicle owned or leased by a governmental entity, or a commercial vehicle is not eligible to participate in the program.
- Programs can be designed as either emissions limiting or market-response programs. Emission limiting would directly specify a level of emission reduction to be achieved, while a market-response program would create an incentive to reduce emissions without directly stating a specific emission reduction target.
- Programs should encourage voluntary vehicle repair and upgrade: Older vehicles are voluntarily submitted for repair and installation of emissions upgrade retrofit equipment.
- Programs should, through testing and recordkeeping, provide appropriate feedback

data, such as emission reductions that are achieved with scrappage and/or verification that vehicles scrapped are replaced by cleaner running vehicles.

- Programs should prevent fraud by ensuring that vehicles turned in for scrappage run or are unable to pass smog inspections.
- Program should, to the extent financially feasible, recycle certain auto parts for hobbyists and low-income families.
- Consider establishing a balanced mobile source emission credit for the actual retirement of a vehicle. In addition, consider providing an owner of a vehicle that is scrapped, either: 1. A check; 2. A credit towards the purchase or lease of a newer vehicle with lower emissions; or 3. A two-year public transportation voucher.
- The program shall be funded in part by I&M mitigation fees for new car exemptions, and proceeds from the sale of the vehicle or its parts. The program should also consider trade, sale and resale of vehicles to the extent financially feasible. The fund shall consist of monies appropriated by the legislature from vehicle emission inspection fees, gifts, grants, donations, and monies received from the sale of recycled vehicles or their parts.
- Low-income Vehicle Repair Assistance
- Provide for a local option by county and/or most populous city to institute a low-income vehicle repair assistance program in either a non-attainment or near non-attainment area. The program should not apply to classic car vehicles and those vehicles not regularly used for transportation during the course of daily activities.
- Provide that TNRCC, DPS, and the Public Safety Commission can authorize the commissioners court to implement a low-

income vehicle repair assistance program. The program should include a periodic TNRCC or Comptroller audit.

- The program should provide a reasonable amount for repair to qualified individuals in an amount not to exceed \$500 to achieve vehicle compliance with emission standards.
- An individual would not be eligible for vehicle repair assistance, if registration is not current. The registration of the vehicle should reflect that the vehicle has been registered in the County implementing the program for 2 years preceding the application for participation in the program or does not meet the income criteria, such as Medicaid eligibility.
- The repair can only be done by a facility recognized by Dept. of Public Safety.
- Fleet vehicles cannot acquire assistance under these programs and participating counties can contract with any appropriate entity for services necessary to implement the program.
- Participation by an affected county in a low-income vehicle repair assistance program and/or an accelerated vehicle retirement program is not mandatory.
- To the extent allowed by federal law, any emissions reductions attributable to a low-income or accelerated program in a county that are attained prior the county being designated non-attainment shall be considered emission reduction credits if the county is later deemed nonattainment.



NORTH TEXAS COMMISSION

#2A-1

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October 11, 2000

Mr. Ron Whitehead  
 City Manager  
 Town of Addison  
 P.O. Box 9010  
 Addison, Texas 75001-9010

Dear Ron:

As you are well aware, mobility and air quality are two priority issues facing Texas today. Both are essential to our quality of life and economic vitality. The enclosed two resolutions offer some specific actions recommended to the 77th Texas Legislature-- concrete measures that will help relieve roadway congestion and clean up our air.

The North Texas Commission has worked with others across the state in developing the policy positions reflected in these resolutions. The Texas Transportation Funding Coalition consists of chambers of commerce and metropolitan planning organizations from Austin, Dallas, El Paso, Fort Worth, Houston and San Antonio, as well as others who believe that an increased level of investment in transportation infrastructure is essential to maintaining mobility and economic health in Texas.

The Texas Clean Air Working Group consists of local elected officials and business and civic leaders from the Austin, Beaumont/Port Arthur, Corpus Christi, Dallas/Fort Worth, El Paso, Houston/Galveston, San Antonio and Tyler/Longview regions. They meet monthly with EPA and TNRCC to exchange information and formulate recommendations to assist Texas in achieving federal clean air act compliance.

Many conscientious and responsible Texans have put long hours and great effort into the research, study and discussion that resulted in the identification of the specific legislative actions recommended to you in the enclosed two resolutions. We are striving to generate broad support for them by asking city councils, commissioners courts, chamber of commerce boards and others to adopt resolutions like the ones enclosed. If you could ask your governing body to pass these resolutions and send a copy to us, it would be most helpful in our effort to show legislators that there is a strong consensus for these actions.

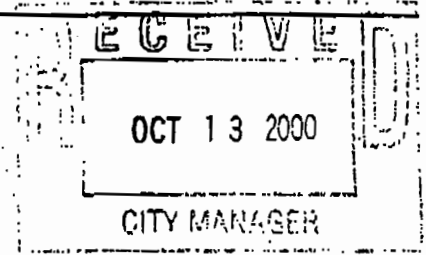
Thank you for your cooperation and assistance.

Sincerely,

Dan S. Petty  
 President

DSP/VS:vh

Vic Suhm  
 Consultant



#2m-2

**RESOLUTION NO. R00-0??**

A RESOLUTION BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, URGING THE 77<sup>TH</sup> TEXAS LEGISLATURE TO TAKE CERTAIN ACTIONS TO IMPROVE TEXAS' AIR QUALITY.

WHEREAS, air quality impacts the public health and economic vitality of the state of Texas as well as the Dallas/Fort Worth metropolitan area; and

WHEREAS, the major centers of population, employment and economic growth of Texas are not in compliance with the federal clean air act standards for the pollutant ozone; and

WHEREAS, Dallas/Fort Worth-area elected officials and business leaders participate in the Texas Clean Air Working Group along with leaders from other Texas nonattainment and near-nonattainment areas in a collaborative effort to improve Texas air quality; and

WHEREAS, now therefore, the Texas Clean Air Working Group has formulated recommendations to the 77<sup>th</sup> Texas Legislature to help Texas regions achieve compliance with the federal clean air act and to improve Texas air quality; and

BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

THAT, the City Council does hereby urge the 77<sup>th</sup> Texas Legislature to:

Section 1: Maintain the integrity of the State Implementation Plan (SIP), taking no action to eliminate or reduce any control measure without adding an alternative measure to achieve an equivalent emissions reduction; and

Section 2: Provide the Texas natural resources Conservation Commission (TNRCC) with authority and resources adequate to ensure SIP implementation,

including funding for state-of-the-art air quality research modeling tools and monitoring equipment; and

Section 3: Establish incentives to reduce mobile source emissions, such as a competitive program offering grants to applicants that achieve the most cost-effective emissions reductions through vehicle retrofit, re-power or purchase; and

Section 4: Encourage the purchase of alternative fuel vehicles with tax credits, rebates or exemptions or other incentives; and

Section 5: Authorize local governments to exercise the option to employ programs to reduce mobile source emissions, such as vehicle inspection and maintenance, low income vehicle repair assistance and accelerated vehicle retirement; and

Section 6: Establish and fund a public information program to increase public awareness of the importance of cleaning up Texas' air and to identify ways individual citizens can help improve air quality.

DULY PASSED BY THE CITY COUNCIL OF THE TOWN OF ADDISON,  
TEXAS, this the 24th day of October, 2000.

---

Mayor

ATTEST:

---

City Secretary



#2m-2

**RESOLUTION NO. R00-0??**

A RESOLUTION BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, URGING THE 77<sup>TH</sup> TEXAS LEGISLATURE TO TAKE CERTAIN ACTIONS TO IMPROVE TEXAS' SURFACE TRANSPORTATION INFRASTRUCTURE.

WHEREAS, mobility and a quality surface transportation system are critical to the economic vitality of Texas and the quality of life of Texans; and

WHEREAS, aging transportation infrastructure, population and job growth, and increasing travel demands require an increased level of investment in order to maintain mobility and a quality surface transportation system for Texas; and

WHEREAS, Texas citizens have come together in coalitions such as TEX-21 to express their increasing concerns with the adverse effects on their lives of urban roadway congestion, delays at international border crossings, roadway safety, poor roadway surface conditions and inadequate highway capacity to accommodate the growing international trade traversing Texas; and

WHEREAS, there is a growing sense of urgency for Texas to raise the level of priority it places on transportation; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

THAT, the City Council does hereby urge the 77<sup>th</sup> Texas Legislature to:

Section 1: Allocate to counties five percent (5%) of vehicle sales taxes collected, rather than vehicle registration fees equal to that amount, as was done prior to 1992; and

**Section 2:** Make all appropriations to support functions of the Department of Public Safety not directly related to transportation from the General Revenue Fund rather than the State Highway Fund; and

**Section 3:** Deposit into the State Highway Fund rather than the General Revenue Fund revenues collected by the Department of Public Safety from the following transportation-related fees: Motor Vehicle Inspection Fees, Driver License Fees and Driver Record Information Fees; and

**Section 4:** Deposit into the State Highway Fund rather than the General Revenue Fund revenues derived from highway right-of-way licensing or leasing; and

**Section 5:** Increase appropriations to the Lateral Road and Bridge Fund, to at least \$30 million per year, without reducing TxDOT funding, and revise the allocation formula for lateral Road and Bridge Fund monies giving 50% weight to population and 50% to county lane miles, with each county receiving an allocation not less than 150% of the amount it received in the previous biennium; and

**Section 6:** Amend the Development Corporation Act to include transportation as an allowable use under subsections 4a and 4b and permit local governments by local option election to enact a sales tax for transportation, including transit, within the existing 8.25-cent sales tax cap; and

**Section 7:** Enact legislation and authorize an election to consider a constitutional amendment to permit the use of state funds for toll road development in Texas; and

**Section 8:** Establish a new transportation revolving fund and place in this fund all new transportation dollars identified in the 77<sup>th</sup> and subsequent legislative sessions to be used to service debt incurred through the issuance of general obligation or revenue bonds of the state; and

**Section 9:** Permit the use of GARVEE bonds to accelerate implementation of needed transportation improvement projects; and

**Section 10:** In consultation with the Texas Department of Transportation and metropolitan planning organizations, adopt performance criteria to measure mobility, access, safety, reliability and maintenance standards for the Texas transportation system, identify minimally acceptable performance levels for the system and adopt an investment plan to fund achievement of those performance levels; and

**Section 11: Authorize the utilization of design-build procurement for highway project development; and**

**Section 12: Repeal the "2060 Permit" provisions for overweight vehicles and establish new provisions to require heavy vehicle compliance with posted weight restrictions on bridges and to set higher permit fees and sanctions for overweight vehicles to use Texas highways.**

**DULY PASSED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, this the 24th day of October, 2000.**

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Secretary

**STATE IMPLEMENTATION PLAN  
Speed Limit Reduction Strategy  
For  
North Central Texas**

**Comments**

Segment ID (refer to map)	Facility	Comments	Update
<b>COLLIN COUNTY</b>			
205 (added)	DNT	The speed limit on the Dallas North Tollway was a question.	NTTA confirmed that the DNT was 55 mph S of Trinity Mills and 65 mph N of Trinity Mills. Segment # 205 was added to show a need for a speed limit reduction.
55 (adjusted)	SH 121	Hwy 121 in Plano area between 289 and Custer is not 70 mph	TxDOT Roadway Index shows 70 mph from Denton County Line to US 75. It was confirmed that SH 121 has a speed of 70 mph from Custer Rd to US 75.
<b>DENTON COUNTY</b>			
84 (adjusted)	SH 114	Staff Review	TxDOT Roadway Index shows 70 mph from the Wise County Line to the Tarrant County Line. It was confirmed that the speed limit was less than 65 mph from IH35W west to the Tarrant County Line.
87 (deleted)	US 377	Staff Review	TxDOT Roadway Index shows 70 mph from US 380 north to the Denton County Line. It was confirmed that US 377 north of US 380 has a speed of 60 mph. Therefore this segment was deleted.
88 (adjusted)	US 380	Highway 380 in Denton City limits is under 65 mph	TxDOT Roadway Index shows a speed limit of 70 mph through the city of Denton. It was confirmed that the speed limit was less than 65 mph through the city of Denton. Therefore segments # 88 and 89 were reduced from the city center to the east and west city limits.
89 (adjusted)	US 380	Highway 380 in Denton City limits is under 65 mph	TxDOT Roadway Index shows a speed limit of 70 mph through the city of Denton. It was confirmed that the speed limit was less than 65 mph through the city of Denton. Therefore segments # 88 and 89 were reduced from the city center to the east and west city limits.
91 (adjusted)	FM 428	FM 428 from the north east corner of Denton, inside the city limits is under 55 mph	TxDOT Roadway Index shows a speed of 65 mph from US 77 to FM 3524. It was confirmed that the speed limit was less than 65 mph from US 77 to Denton City Limits.
85 (adjusted)	SH 121	--SH 121 Business from Junction of SH 121 (MAPSCO 1M) to Corporate (MAPSCO 651W) is 55 --SH121 from Main Street (MAPSCO 554W) to SH 121 Bus Junction (MAPSCO 653B) is 55 --SH121 from Junction of SH 121 Bus to IH 35E (MAPSCO 1B-E) is 65 --SH121 from IH 35E to Junction of SH 121 Business (MAPSCO 1M) is 55 --SH 121 Business from Corporate to FM 1171 (MAPSCO 651G) is 45 --SH 121 Business from FM 1171 to Junction of SH 121 (MAPSCO 653B) is 55	TxDOT Roadway Index shows the speed of 70 mph from the Dallas County Line to the Collin County Line. It was confirmed that the speed limit between IH35E east to the junction of SH 121 and SH 121 Business is 65 mph.

**STATE IMPLEMENTATION PLAN  
Speed Limit Reduction Strategy  
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**Comments**

Segment ID (refer to map)	Facility	Comments	Update
<b>JOHNSON COUNTY</b>			
48 (deleted)	SH 81	Staff Review	TxDOT Roadway Index shows the speed limit through Grandview at 70 mph. It was confirmed that the speed was less than 65 mph, therefore this segment was deleted.
200 (added)	SH171	Staff Review	TxDOT Roadway Index did not show the speed on this road at 65 mph. It was confirmed that Segment ID # 39 needed to be extended. Therefore segment # 200 indicates the extension of the 65 mph speed limit to 2 miles S of Cleburne City Limits.
201 (added)	FM 4	Staff Review	TxDOT Roadway Index did not show the speed on this road at 65 mph. It was confirmed that a 65 mph speed limit is in effect. Therefore this segment was added.
202 (added)	FM 3136	Staff Review	TxDOT Roadway Index did not show the speed on this road at 65 mph. It was confirmed that a 65 mph speed limit is in effect. Therefore this segment was added.
203 (added)	IH35W	Staff Review	TxDOT Roadway Index did not show the speed on this road at 70 mph. It was confirmed that a 70 mph speed limit is in effect. Therefore this segment was added.
<b>PARKER COUNTY</b>			
33 (deleted)	FM 51	Staff Review	TxDOT Roadway Index shows a speed limit of 65 mph through the city of Springtown. It was confirmed that a speed limit of 70 mph did not occur through the city. Therefore the segment was deleted.
204 (added)	FM 51	Staff Review	TxDOT Roadway Index did not show the speed on this road at 65 mph. It was confirmed that Segment ID # 32 needed to be extended. Therefore segment # 204 indicates the extension of the affected road.
<b>TARRANT COUNTY</b>			
6	IH 20	The speed limit should be 70 mph from SH360 to Tarrant County Line	An update has not yet been applied.

**DRAFT**

**SPECIFICATIONS  
FOR PUBLIC AND PRIVATE SECTOR, NONTRANSIT CLEAN VEHICLES  
FUNDED THROUGH THE  
TRANSPORTATION IMPROVEMENT PROGRAM AND  
CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM**

**I. BACKGROUND**

Since 1990, the Dallas-Fort Worth (DFW) region has failed to comply with the federal health standard for ground-level ozone. The region is required to achieve compliance no later than 2007. The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is an important source of funding for the region's efforts to achieve its air quality goals.

Based on the seriousness of the region's air quality goals, the Regional Transportation Council (RTC), the transportation policy committee for the North Central Texas Council of Governments (NCTCOG), has shifted its focus from the previous fuel-based Alternative Fuel Vehicle Program to an emissions-based Clean Vehicle Program. This is the first Call for Projects issued under the new Clean Vehicle Program.

The Clean Vehicle Program has two main components. The first component, and driving principal behind the Program, is the Clean Vehicle Policy adopted by the RTC on September 14, 2000. Under the policy, RTC will support the purchase of vehicles that meet the U.S. Environmental Protection Agency's (EPA) Ultra Low Emission Vehicle (ULEV) standard or demonstrate ULEV equivalent emissions, or better, for the pollutants that exceed the current National Ambient Air Quality Standard (NAAQS). Funding guidelines make up the second component of the Program and are similar to those that were in place under the previous Alternative Fuel Vehicle Program.

The Clean Vehicle Program is designed to improve air quality and help the region meet the ozone standard. Additional goals of the Program are to promote the use of clean vehicles, reduce dependency on imported petroleum products, and stimulate public and private sector investment in clean vehicle technology and infrastructure.

**II. APPLICANT ELIGIBILITY**

Funds are available for city governments, county governments, transit authorities, airports, State transportation agencies, school districts, colleges, and divisions of the Federal government.

Private fleets are also eligible for funding under this Program and will be required to enter into an interlocal agreement with the NCTCOG.

Eligible applicants must be located in the Dallas-Fort Worth (DFW) nonattainment area, which include the counties of Collin, Dallas, Denton, and Tarrant.

### **III. EMISSION REQUIREMENTS**

All vehicle purchasers must provide documentation that the vehicle meets the EPA's ULEV or ULEV equivalent emission standard, or better, for those pollutants in the DFW area that currently exceed the National Ambient Air Quality Standards.

NCTCOG recommends the purchase of dedicated clean vehicles. However, bi-fuel vehicles are eligible under this Program as long as the ULEV or ULEV equivalent emissions standard is met for both fuels.

Memorandum 1A provides an exemption to the tampering provisions of the Federal Clean Air Act for vehicle conversions that can demonstrate that the conversion does not increase emissions of the vehicle. An emissions test demonstrating air quality benefits is required for conversions allowed under this Program.

### **IV. VEHICLE REQUIREMENTS**

NCTCOG strongly recommends the purchase of factory certified original equipment manufactured (OEM) vehicles when available.

The vehicle must be registered and based in the DFW nonattainment area to qualify for funding under this Program.

Vehicles receiving funding through this program are required to remain in the fleet for a minimum of three years. In the event the vehicle is destroyed or lost through fire, theft, or accident, NCTCOG would not seek reimbursement for the investment. However, should the local government or organization decide to sell the vehicle or otherwise voluntarily take it out of service, a prorated amount of the investment would be refunded to the Program.

RTC will continue to fund vehicle conversions until 2002 for prior participants of the Alternative Fuel Vehicle Program only. If a vehicle is converted for alternative fuel use, the conversion kit must meet the guidelines of the EPA for conversions as stated in Memorandum 1A, dated September 4, 1997, as revised on June 1, 1998, and as extended on May 16, 2000. Conversions, where allowed, would also be required to result in dedicated vehicles only.

### **V. FUNDING GUIDELINES**

Funds may be used to pay up to 80 percent of the incremental cost for OEM propane, natural gas, electric vehicles, and other technologies, with the following funding caps:

- Light-duty vehicles not to exceed \$12,000
- Heavy-duty vehicles not to exceed \$100,000

Funds may be used toward the purchase of neighborhood electric and hybrid electric vehicles. Due to the difficulty in measuring the incremental cost of these vehicles, they will be funded at a constant rate of \$3,000 per vehicle.

Conversions, where allowed, will continue to be funded at 80 percent of the total invoice for the incremental cost of the conversion of an existing gasoline vehicle to a cleaner burning fuel. Conversions must result in dedicated vehicles. This option is only available for prior program participants.

Funds may be used to pay up to 80 percent of the supplemental capital costs associated with clean vehicles (e.g., additional tanks or canisters, air boxes, etc.).

## **VI. REFUELING CAPABILITY**

NCTCOG will not provide funds for alternative fuel refueling facilities. However, refueling infrastructure will be reviewed. Partnerships and sharing of refueling infrastructure with other entities is encouraged.

## **VII. PROCESS**

Funds awarded under this Call for Projects would be available beginning May 2001 and ending August 2003. During this time, invoice billing should be submitted to NCTCOG to begin the reimbursement process. NCTCOG will approve and forward the necessary documentation to TxDOT for reimbursement.

## **VIII. DISCLAIMER**

Because the use of alternative fuel vehicles may include the implementation of, or experimentation with, relatively new technology and products, unexpected challenges may arise that need to be addressed. These potential challenges are not the responsibility of the NCTCOG and should be addressed without intervention by NCTCOG.



**DRAFT**

**PROJECT EVALUATION CRITERIA  
FOR PUBLIC AND PRIVATE SECTOR, NONTRANSIT CLEAN VEHICLES  
FUNDED THROUGH THE  
TRANSPORTATION IMPROVEMENT PROGRAM AND  
CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM**

In the event the eligible requests for funding exceed available funds, several factors will be considered in the review of applications for funds to purchase or convert eligible vehicles. The evaluation criteria are as follows:

**Prioritization of Eligible Applicants**

Funds will first be allocated to eligible city and county governments that submit acceptable applications for eligible vehicles. Applications received from state transportation agencies, airports, school districts, transportation authorities, the federal government, and others will then be considered for funding under this Program.

**Air Quality/Energy Conservation Benefits**

Vehicle/fuel combinations will be prioritized based on the amount of air quality and energy conservation benefits expected by the vehicle compared to the incremental cost of the clean vehicle. Factors affecting air quality and energy conservation benefits include vehicle miles traveled, vehicle type, configuration, and emission reductions. These benefits will be compared to the incremental cost to determine the cost effectiveness of the vehicle/fuel combinations.

**Refueling Infrastructure**

Refueling infrastructure will be reviewed. Partnerships and sharing of refueling infrastructure with other entities is encouraged.

**Clean Vehicle Program  
September 2000**

**Program Status**

\$3,063,708 awarded in 1998. \$1,028,344 given in June, 2000, for a total of \$4,092,052.

Participants have used \$1,167,969 to date.

Participants have estimated \$1,814,440 will be spent by the end of 2000.

**Proposed Schedule**

Current Contracts Expire on August 31, 2000—Extend to December 31, 2000.

**September 28**—Clean Cities Technical Coalition Informational Item on CMAQ Program

**September 29**—STTC Informational Item to Issue Call for Projects

**October 12**—RTC Informational Item to Issue Call for Projects

**October 27**—STTC Vote to Issue Call for Projects

**November 9**—RTC Vote to Issue Call for Projects

**November 10**—Call for Projects Issued

**January, 2001**-- Public Meeting

**January 12**—Deadline to Apply

**January 26**—STTC Agenda (Informational)

**February 8**—RTC Agenda (Informational)

**February 23**—STTC Agenda (Vote to Recommend RTC Adopt)

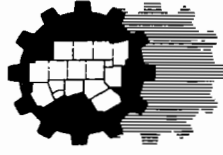
**March 8**—RTC Agenda (Vote to Adopt)

**March-May**—TxDOT Contracting Process

**May**—Reimbursements Begin

Public Sector Alternative Fuels Program Western Subregion (Tarrant)												
Agency	Total Program		What spent so far		# Vehicles	August 31st	# Vehicles	October 1st	# Vehicles	December 31st	# Vehicles	Funds Remaining
	# Vehicles	Funding	# Vehicles	Currently spent								
City of Bedford	6	\$9,600	0	\$0	4	\$9,600	0	\$0	0	\$0	4	\$0
City of Everman	9	\$17,040	0	\$0	0	\$0	0	\$0	0	\$0	0	\$17,040
City of Fort Worth	50	\$203,220	26	\$91,520	0	\$0	40	\$111,700	0	\$0	66	\$0
City of Keller	24	\$60,200	0	\$0	0	\$0	0	\$0	0	\$0	0	\$60,200
City of North Richland Hills	3	\$10,320	2	\$7,336	1	\$2,984	0	\$0	0	\$0	3	\$0
City of Southlake	12	\$19,200	0	\$0	0	\$0	0	\$0	0	\$0	0	\$19,200
TxDot-Fort Worth	68	\$136,000	0	\$0	0	\$0	68	\$136,000	0	\$0	68	\$0
United States General Services Administration	11	\$47,730	11	\$42,755	1	\$4,975	0	\$0	0	\$0	12	\$0
<b>TOTAL</b>	<b>183</b>	<b>\$503,310</b>	<b>39</b>	<b>\$141,611</b>	<b>6</b>	<b>\$17,559</b>	<b>108</b>	<b>\$247,700</b>	<b>0</b>	<b>\$0.00</b>	<b>153</b>	<b>\$96,440</b>

Figures in Italics include additional funds given in June of 2000.



North Central Texas Council Of Governments

TO: Selected County Judges,  
County Administrators,  
Mayors, and City Managers

DATE: September 18, 2000

FROM: Michael Morris, P.E.  
Director of Transportation

SUBJECT: Environmental Speed Limit Changes for North Central Texas

## BACKGROUND

On April 28, 2000, the Texas Natural Resource Conservation Commission (TNRCC) submitted the attainment demonstration State Implementation Plan (SIP) for the Dallas-Fort Worth (DFW) nonattainment area to the U.S. Environmental Protection Agency (EPA). The DFW SIP contains individual rule packages and commitments by state and local authorities to implement several emission control measures. One of these state and local emission control measures is the speed limit reduction measure (to reduce pollution generated by vehicles).

The speed limit reduction measure identified in the SIP is achieved by implementing a 5 mile per hour reduction in speed limits on roadways in a 9-county area with current posted speeds of 65 and 70 miles per hour. The 9-county area contains the following counties: Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, and Tarrant. To meet air quality requirements, beginning September 1, 2001, speed limits on roadways with current speeds of 65 will be reduced to 60 miles per hour, while speed limits on roadways with a current maximum speed of 70 mile per hour will be reduced to 65 miles per hour. This measure will reduce both nitrogen oxides (NOx) and volatile organic compounds (VOC) emissions in the 9-county area.

## PROCESS

The North Central Texas Council of Governments (NCTCOG), as the Dallas-Fort Worth (DFW) Metropolitan Planning Organization (MPO), is working with TxDOT to identify "on-system" roadway facilities in the North Central Texas region with speed limits of 65 miles per hour and 70 miles per hour. On-system facilities are Interstate Highway (IH), State Highway (SH), U.S. Highway (US), Farm to Market Road (FM), Loop, and Spur facilities. All other facility types are considered "off-system" unless specifically listed. NCTCOG is also working with local governments and counties in the 9-county area to identify any off-system facilities affected. All roadway facilities are under local review for a 5 mile per hour reduction in speed limits to meet air quality requirements in the North Central Texas region.

September 18, 2000

RTC will then make an official local recommendation to TNRCC for speed limit reductions. TNRCC will use the local recommendation to develop the State's official recommendation to the Texas Transportation Commission through TxDOT's Traffic Operation Division. The Texas Transportation Commission will then make the final determination for approval or denial of the request for on-system facilities to meet air quality requirements in the SIP. TxDOT will then implement the speed limit changes by September 1, 2001 on all on-system facilities identified. Attachment 1 contains the speed limit reduction process for on-system facilities. Attachment 2 is a draft map and set of corresponding spreadsheets identifying the affected facilities with speed limits of 65 and 70 miles per hour in the 9-county area. Off-system facilities identified, including tollroads, will have to be changed through local government and tollroad entities by September 1, 2001 to meet air quality requirements in the SIP.

### ASSISTANCE

The NCTCOG is requesting assistance with local government agencies to identify the accuracy of these on-system facilities and to identify any off-system facilities with speed limits of 65 or 70 miles per hour. The attached map and spreadsheet updates are available at the following website: [http://www.dfwinfo.com/trans/env\\_speed\\_limits/](http://www.dfwinfo.com/trans/env_speed_limits/). Your assistance in reviewing these facilities on the speed limit map and identifying any facilities not shown, which is currently 65 or 70 miles per hour, would be appreciated. Due to the process and time required for implementing this emission control measure, information provided as soon as possible is appreciated.

If you have any questions or comments, please contact either David Jodray or Chad Edwards at NCTCOG, by calling (817) 695-9240. Written correspondence can be mailed to Mr. David Jodray.

Thank you in advance for your assistance.



Michael Morris, P.E.

DBJ:bw

cc: Diana Noble, Director, Environmental Affairs Division, TxDOT  
Jay Nelson, District Engineer, Dallas District TxDOT  
Steve Simmons, District Engineer, Fort Worth District TxDOT  
Wes Heald, P.E., Executive Director, TxDOT  
David Laney, Commissioner, Texas Transportation Commission  
Bill Jordan, TNRCC  
1999-00 UPWP Element 3.02 Project File

**STATE IMPLEMENTATION PLAN  
Speed Limit Reduction Strategy  
For  
North Central Texas**

**DRAFT**

Segment ID (refer to map)	Facility	TxDOT Control-Section	From		To		Miles	Speed (mph)		
			Mile Point	Location	Mile Point	Location		Before	After	
<b>COLLIN COUNTY</b>										
51	US 75	47-14	0.000	Collin County Line	15.799	Wilson Creek	15.8	70	65	
52	US 75	8-16	0.000	Wilson Creek	8.117	Hulen St.	8.1	70	65	
53	US 75	47-6	8.117	Rowlett Creek	14.610	Dallas County Line	6.5	65	60	
54	SH 5	47-4	1.000	Collin County Line	8.600	Melissa NCL	7.6	70	65	
55	SH 121	364-4	11.259	US 75		Custer Rd		70	65	
56	SH 121	549-3	1.000	Collin County Line	16.551	US 75	15.6	70	65	
57	SH 78	281-1	25.804	FM 6	16.394	End 281-1	9.4	70	65	
58	SH 78	280-02	16.923	Begin 280-02	1.003	Collin County Line	15.9	70	65	
59	US 380	135-11	0.000	Collin County Line	2.207	End 135-11(SH289)	2.2	70	65	
60	US 380	135-2	0.088	Begin 135-2	11.095	End 135-2	11.0	70	65	
61	US 380	135-3	11.095	Begin 135-3	18.480	End 135-3	7.4	70	65	
62	US 380	135-4	2.186	Begin 135-4	9.636	End 135-4	7.5	70	65	
63	US 380	135-5	25.960	Begin 135-5	30.146	Collin County Line	4.2	70	65	
64	SH 289	91-3	0.000	Collin County Line	5.592	End 91-3 (FM455)	5.6	70	65	
65	SH 289	91-4	0.000	Begin 91-4	18.615	Meadowhill in Frisco	18.6	70	65	
205	DNT			Collin County Line		S of SH121		65	60	
<b>Collin County Mile Total</b>							<b>135.3</b>			
<b>DALLAS COUNTY</b>										
66	IH 20	2374-3	1.000	Tarrant County Line	26.193	IH 635	25.2	70	65	
67	IH 20	95-13	0.000	IH 635	6.405	Kaufman County Line	6.4	70	65	
68	IH 30	9-11	24.636	IH 635	32.124	Rockwall County Line	7.5	65	60	
69	IH 35E	196-3	34.438	Denton County Line	28.458	Harry Hines Blvd	6.0	65	60	
70	IH 35E	442-2	6.553	IH 20	0.000	Ellis County Line	6.6	65	60	
71	IH 45	92-2	0.000	Ellis County Line	9.064	IH 20	9.1	65	60	
72	IH 635	2374-02	0.000	IH 20	6.910	US 80	6.9	65	60	
73	IH 635	2374-1	1.000	IH 35E	9.108	Tarrant County Line	8.1	65	60	
74	US 67	261-3	4.812	IH 20	5.394	N. FM 1382	0.6	65	60	
75	US 67	261-3	9.983	N. FM 1382	18.807	Ellis County Line	8.8	65	60	
76	US 75	47-7	5.249	IH 635	0.450	Collin County Line	4.8	65	60	
77	US 80	95-10	3.200	IH 635	9.464	Kaufman County Line	6.3	65	60	
78	US 175	197-2	8.569	IH 20	15.860	Kaufman County Line	7.3	65	60	
<b>Dallas County Mile Total</b>							<b>103.5</b>			

**STATE IMPLEMENTATION PLAN  
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North Central Texas**

**DRAFT**

Segment ID (refer to map)	Facility	TxDOT Control-Section	From		To		Miles	Speed (mph)	
			Mile Point	Location	Mile Point	Location		Before	After
<b>DENTON COUNTY</b>									
79	IH 35	195-2	0.000	US 77	11.155	Cooke County Line	11.2	70	65
80	IH 35	195-3	13.362	IH 35W	17.210	US 77 (n)	3.8	70	65
81	IH 35E	196-1	17.872	US 77 (s)	10.000	Hickory Cr.	7.9	65	60
82	IH 35E	192-2	10.997	Hickory Cr.	1.000	Dallas County Line	10.0	65	60
83	IH 35W	81-13	0.000	Tarrant County Line	17.321	IH 35E	17.3	70	65
84	SH 114	353-2	0.000	Wise County Line		IH 35W		70	65
85	SH 121			IH 35E		Main Street		65	60
86	US 377	81-3	13.598	Tarrant County Line	0.000	Hickory Creek	13.6	70	65
88	US 380	134-9	0.000	Wise County Line		Denton City Limits		70	65
89	US 380	135-10		Denton City Limits	32.330	Collin County Line		70	65
90	FM 51	312-2	0.000	Cooke County Line	3.671	Wise County Line	3.7	70	65
91	FM 428	81-5		Denton City Limits	12.260	FM 3524		65	60
92	FM 455	816-2	16.469	FM 2164	26.096	US 377	9.6	65	60
<b>Denton County Mile Total</b>							<b>77.1</b>		
<b>ELLIS COUNTY</b>									
93	US 77	48-5	49.331	Hill County Line	31.538	FM 538	17.8	70	65
94	US 287	172-8	4.841	By Pass/Ennis	0.000	End 172-8	4.8	70	65
95	US 287	172-7	50.650	Begin 172-7	47.108	End 172-7	3.5	70	65
96	US 287	172-5	47.108	Begin 172-5	37.087	By Pass/Waxahachie	10.0	70	65
97	US 67	261-1	0.500	Ellis County Line	5.811	US 287	5.3	70	65
98	US 67	260-2	0.000	US 287	2.000	End 70 mph	2.0	70	65
99	IH 45	92-3	23.421	Ellis County Line	17.893	End 92-3	5.5	70	65
100	IH 45	92-4	17.893	Begin 92-4	7.810	End 92-4	10.1	70	65
101	IH 45	92-5	7.810	Begin 92-5	0.000	Navarro County Line	7.8	70	65
102	IH 35E	48-5	0.000	Hill County Line	18.540	Waxahachie County Line	18.5	70	65
103	IH 35E	48-4	18.540	Waxahachie County Line	29.912	US 77	11.4	70	65
104	IH 35E	442-3	29.912	US 77	33.113	Dallas County Line	3.2	70	65
105	SH 34	568-1	18.533	Italy City Limits	6.146	FM 984	12.4	70	65
106	SH 34	173-1	8.535	FM 660	0.662	Near Kaufman County Line	7.9	70	65
129	US 77	48-5	30.000	IH 35E	36.240	FM 329	6.2	70	65
<b>Ellis County Mile Total</b>							<b>126.5</b>		

**STATE IMPLEMENTATION PLAN  
Speed Limit Reduction Strategy  
For  
North Central Texas**

**DRAFT**

Segment ID (refer to map)	Facility	TxDOT Control-Section	From		To		Miles	Speed (mph)	
			Mile Point	Location	Mile Point	Location		Before	After
<b>JOHNSON COUNTY</b>									
34	IH 35W	14-22	0.000	Hill/Johnson County Line	2.894	SH 81 Ramp	2.9	70	65
35	IH 35W	14-4	2.894	SH 81 Ramp	11.131	Alvarado City Limits	8.2	70	65
36	IH 35W	14-3	11.131	Alvarado City Limits	23.142	Johnson/Tarrant County Line	12.0	70	65
37	SH 171	365-3	1.584	Juanita St	7.484	FM 917	5.9	70	65
38	SH 171	365-3	9.342	Godley City Limits	14.694	Cleburne City Limits	5.4	70	65
39	SH 171	19-2	4.933	FM 2135	11.921	Johnson/Hill County Line	7.0	65	60
40	US 377	80-5	1.000	Johnson/Parker County Line	1.355	Johnson/hHood County Line	0.4	70	65
41	SH 174	519-1	2.527	Cleburne City Limits	5.775	Rio Vista City Limits	3.2	65	60
42	SH 174	519-1	8.256	Rio Vista City Limits	9.862	Johnson/Hill County Line	1.6	65	60
43	US 67	260-1	1.000	Ellis/Johnson County Line	1.709	Venus City Limits	0.7	65	60
44	US 67	260-1	2.563	Venus City Limits	8.242	Alvarado City Limits	5.7	65	60
45	US 67	260-1	9.096	Alvarado City Limits	10.343	Chambers Creek	1.2	65	60
46	US 67	259-5	0.000	Chamber Creek	4.360	Keene City Limits	4.4	65	60
47	US 67	259-4	0.000	Cleburne City Limits	8.512	Johnson/Somervel County Line	8.5	70	65
49	FM4	712-1	2.500	Cleburne City Limits	3.830	1.3 Miles West of Cleburne	1.3	65	60
50	FM 4	712-1	4.497	1.3 Miles West of Cleburne	11.117	Put Dr.	6.6	65	60
200	SH171			Near FM 2135		2 Miles from Cleburne City Limits		65	60
201	FM 4			1.7 Miles from Cleburne City Limits		SH 81		65	60
202	FM 3136			FM 4		County Rd 409		65	60
203	IH35W			Alvarado City Limits N		Alvarado City Limits S		70	65
<b>Johnson County Mile Total</b>							<b>75.0</b>		
<b>KAUFMAN COUNTY</b>									
107	SH 205	451-02	0.000	Rockwall County Line	3.556	Terrell City Limits	3.6	65	60
108	SH 274	561-01	2.257	Kemp City Limits	7.190	Henderson County Line	4.9	70	65
109	SH 243	522-01	0.339	Kaufman County Line	23.014	Van Zandt County Line	22.7	70	65
110	SH 198	443-02	1.000	Kaufman County Line	1.851	Mabank City Limits	0.9	70	65
111	SH 34	173-05	0.000	Kaufman County Line	8.030	Terrell City Limits	8.0	70	65
112	SH 34	173-02	3.757	Kaufman City Limits	10.946	End 70 mph	7.2	70	65
113	IH 20	95-14	0.000	Kaufman County Line	12.930	Begin Spur 557	12.9	70	65
114	IH 20	495-1	4.369	End Spur 557	18.415	Van Zandt County Line	14.0	70	65
115	US 80	95-3	0.000	Kaufman County Line	4.950	FM 688	5.0	65	60
116	US 80	95-3	4.950	FM 688	5.329	End 95-3	0.4	70	65
117	US 80	95-4	5.329	End 95-3	4.149	Spur 557	1.2	70	65
118	US 80	95-4	4.149	Spur 557	8.305	End 95-4	4.2	70	65
119	US 80	95-5	8.305	End 95-4	27.110	Van Zandt County Line	18.8	70	65
120	US 175	197-3	11.000	Kaufman County Line	15.417	FM 148	4.4	65	60
121	US 175	197-3	15.417	FM 148	20.856	End 95-3	5.4	70	65
122	US 175	197-4	1.000	Begin 95-4	11.448	End 95-4	10.4	70	65
123	US 175	197-5	11.473	Begin 95-5	26.377	Henderson County Line	14.9	70	65
124	Spur 557	495-1	0.000	US 80	4.369	IH 20	4.4	70	65
<b>Kaufman County Mile Total</b>							<b>143.3</b>		



**STATE IMPLEMENTATION PLAN  
Speed Limit Reduction Strategy  
For  
North Central Texas**

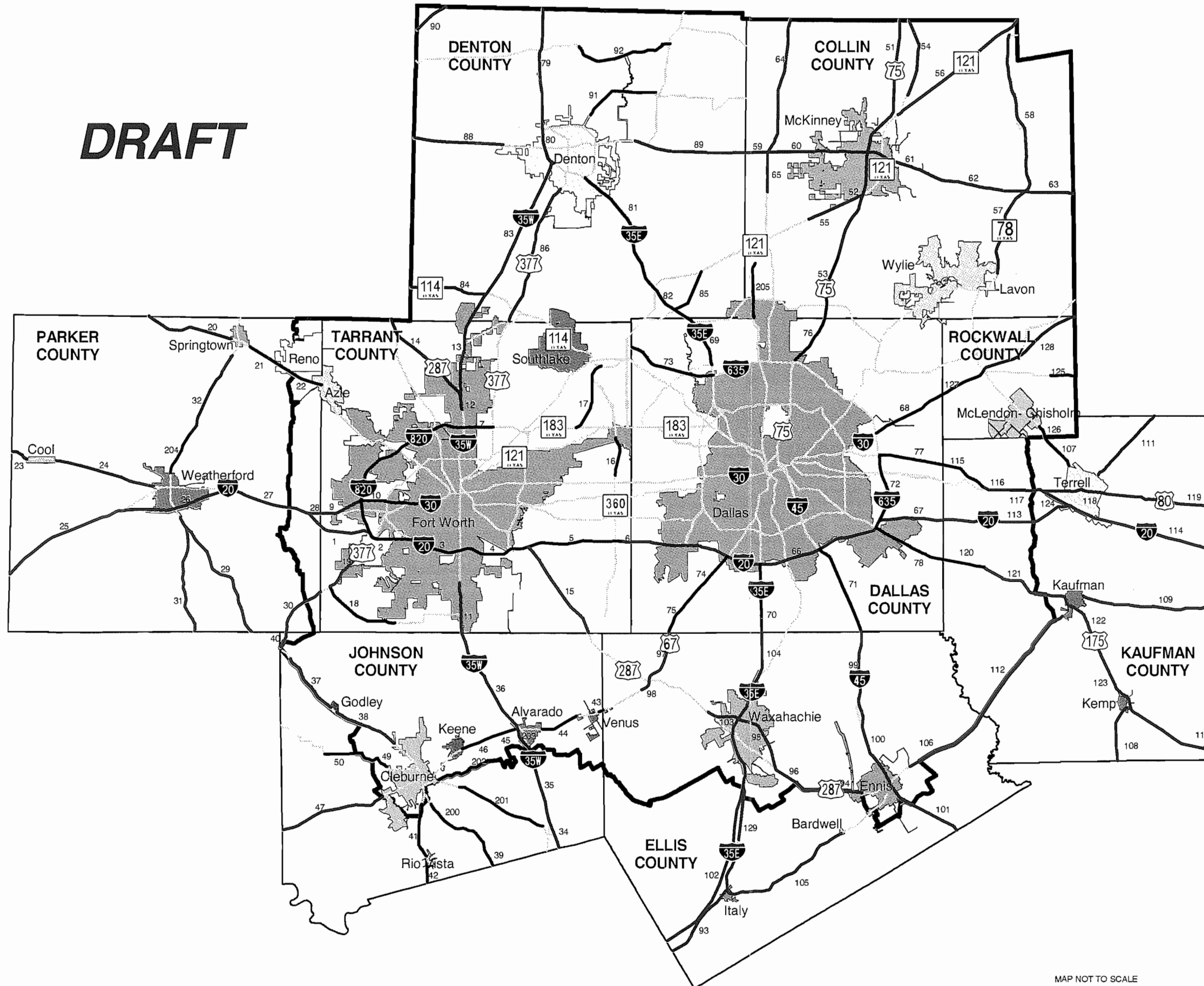
**DRAFT**

Segment ID (refer to map)	Facility	TxDOT Control-Section	From		To		Miles	Speed (mph)		
			Mile Point	Location	Mile Point	Location		Before	After	
<b>PARKER COUNTY</b>										
20	SH 199	171-3	0.000	Wise/Parker County Line	9.075	Springtown City Limits	9.1	70	65	
21	SH 199	171-3	11.944	Springtown City Limits	14.945	Reno City Limits	3.0	65	60	
22	SH 199	171-3	15.904	Reno City Limits	19.143	FM 730	3.2	65	60	
23	US 180	8-2	0.000	Palo Pinto/Parker County Line	1.665	Cool City Limits	1.7	70	65	
24	US 180	8-2	4.333	Cool City Limits	14.258	Weatherford City Limits	9.9	70	65	
25	IH 20	314-1	0.000	Palo Pinto/Parker County Line	11.887	Spur 312	11.9	70	65	
26	IH 20	314-7	13.569	Spur 312	25.940	US 80/US 180	12.4	70	65	
27	IH 20	8-3	25.940	US 80/US 180	34.719	Parker/Tarrant County Line	8.8	70	65	
28	IH 30	1068-5	0.000	IH 20	1.138	Parker/Tarrant County Line	1.1	70	65	
29	SH 171	365-1	3.338	Weatherford City Limits	17.889	Parker/Hood County Line	14.6	70	65	
30	US 377	80-6	1.000	Parker/Tarrant County Line	6.337	Parker/Johnson County Line	5.3	70	65	
31	FM 51	313-7	1.000	SH 171	11.453	Parker/Hood County Line	10.5	70	65	
32	FM 51	313-2	5.471	Bradshaw	13.716	Old Springtown	8.2	70	65	
204	FM 51			Bradshaw	13.716	Weatherford City Limits		65	60	
<b>Parker County Mile Total</b>							<b>99.7</b>			
<b>ROCKWALL COUNTY</b>										
125	SH 276	1290-4	0.000	FM 548	2.491	Rockwall/Hunt County Line	2.5	65	60	
126	SH 205	451-01	9.920	0.75 Miles North of FM 548	11.730	Rockwall/Kaufman County Line	1.8	65	60	
127	IH 30	9-12	1.000	Dallas County Line	5.645	SH 205	4.6	65	60	
128	IH 30	9-12	5.645	SH 205	16.010	Hunt County Line	10.4	70	65	
<b>Rockwall County Mile Total</b>							<b>19.3</b>			
<b>TARRANT COUNTY</b>										
1	IH 20	8-16	0.962	Parker/Tarrant County Line	5.278	IH20/IH820 Interchange	4.3	70	65	
2	IH 20	8-16	5.278	IH20/IH820 Interchange	10.527	Hulen St.	5.2	65	60	
3	IH 20	8-12	0.206	Hulen St.	9.316	IH 35W	9.1	65	60	
4	IH 20	8-13	9.312	IH 35W	14.508	IH 820	5.2	65	60	
5	IH 20	2374-5	1.000	IH 820	12.561	Great Southwest Pkwy	11.6	65	60	
6	IH 20	2374-5	12.561	Great Southwest Pkwy	13.047	Tarrant/Dallas County Line	0.5	70	65	
7	IH 820	8-14	8.603	Heron Dr.	20.993	US 377	12.4	65	60	
8	IH 820	8-15	1.000	IH 20	8.603	Lake Worth	7.6	65	60	
9	IH 30	1068-1	9.975	Parker/Tarrant County Line	13.537	FM 2271	3.6	70	65	
10	IH 30	1068-1	13.537	FM 2271	20.249	Clover Lane	6.7	65	60	
11	IH 35W	14-2	1.000	Johnson/Tarrant County Line	6.158	Everman Rd.	5.2	70	65	
12	IH 35W	14-16	15.414	Watagua/Smithfield Rd.	16.425	US 81/US 287	1.0	70	65	
13	IH 35W	81-12	0.000	US 81/US 287	7.201	Denton/Tarrant County Line	7.2	70	65	
14	US 81/287	14-15	0.000	Wise/Tarrant County Line	22.708	IH 35W	22.7	70	65	
15	US 287	172-9	20.500	IH 20	30.715	Johnson/Tarrant County Line	10.2	70	65	
16	SH 360	2266-2	2.190	Trinity Blvd.	5.681	Ave K	3.5	65	60	
17	SH 121	364-1	9.212	SH 121/SH 114 Interchange	15.344	SH 183 Merge	6.1	65	60	
18	FM 1187	1330-1	0.000	US 377	7.674	FM 1902	7.7	65	60	
19	US 377	80-7	6.853	Stevens Dr.	10.135	FM 1187	3.3	70	65	
<b>Tarrant County Mile Total</b>							<b>133.1</b>			
<b>Total Mileage For All Counties</b>							<b>912.8</b>			

**DRAFT**

# STATE IMPLEMENTATION PLAN

## Speed Limit Reduction Strategy For North Central Texas



### Legend

- ### Segment ID (for detailed information refer to table)
- ..... Unchanged Roadways
- County Boundaries
- DFW Ozone Nonattainment Area
- Metropolitan Planning Area Boundary

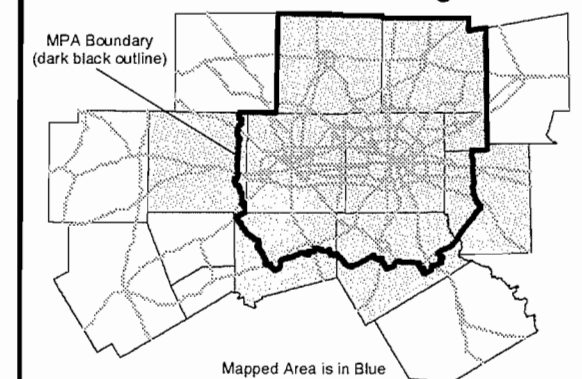
### Roadways with proposed speed changes

- 65 mph to 60 mph
- 70 mph to 65 mph

### Miles of Roadway Affected

561.3	DFW Ozone Nonattainment Area
1,031.3	Total

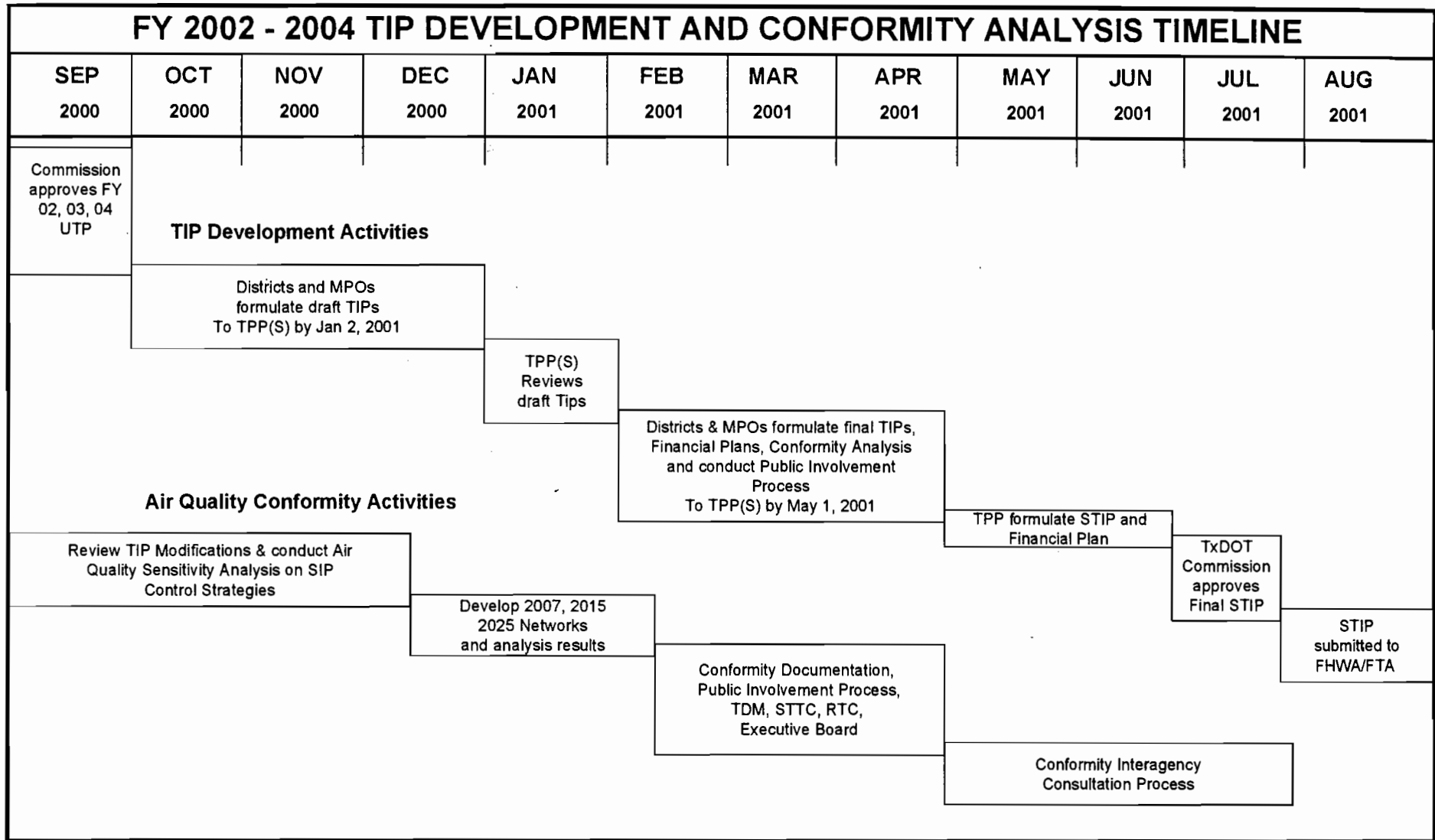
### Locator Map for the North Central Texas Region



MAP NOT TO SCALE

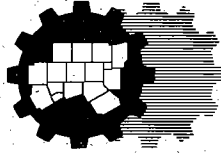


North Central Texas Council of Governments  
 Transportation Department, Air Quality  
 (817) 695-9240  
[http://www.dfwinfo.com/trans/env\\_speed\\_limits/](http://www.dfwinfo.com/trans/env_speed_limits/)  
 September 21, 2000



Staff will be developing a new 2002 TIP this fall and spring; the effort will occur from September 2000 through April 2001. Projects will be handled as follows:

- If project is proposed for 2001 (or possibly early 2002), it will be evaluated for conformity implications.
  - If no conformity implications are found (must either be exempt or accurately reflected in the existing conformity network), refinement to the 2000 TIP can be made through modifications. These modifications will be processed for inclusion in the February 2001 STIP revisions as appropriate.
  - If there are conformity implications, the project will be moved to 2002 and included in development of the 2002 TIP and the corresponding air quality conformity determination.
- If a project is proposed for 2002 or beyond, it will be included in development of the 2002 TIP and the corresponding air quality conformity determination.



North Central Texas Council Of Governments

TO: The Surface Transportation Technical Committee      DATE: September 14, 2000

FROM: Michael Morris, P.E.  
Director of Transportation

SUBJECT: Notice of Meeting – September 22, 2000

There will be a meeting of the Surface Transportation Technical Committee (STTC) on Friday, September 22, 2000, at 1:30 p.m. in the Transportation Board Room (Third Floor) of the North Central Texas Council of Governments, 616 Six Flags Drive, Centerpoint Two, Arlington. An amplified agenda and support material for the meeting are enclosed. The meeting agenda can also be accessed through the Internet at NCTCOG's Transportation Department home page. The address is <http://www.dfwinfo.com/trans>.



---

Michael Morris, P.E.

kdc  
Enclosures

**SURFACE TRANSPORTATION TECHNICAL COMMITTEE**

**Jim Driscoll, Chairman**  
City of Irving

**Beth Ramirez, Vice Chairman**  
City of Dallas

**Wilma Smith, Secretary**  
City of Arlington

**Deanna Anderson**  
Fort Worth Transportation Authority

**Patrick Baugh**  
City of DeSoto

**Rick Berry**  
City of Mesquite

**John Blain**  
Kaufman County

**Mark Bouma**  
North Texas Tollway Authority

**Trip Brizell**  
Dallas Area Rapid Transit

**John Brunk**  
City of Dallas

**Chris Burkett**  
City of Mansfield

**Curt Caldwell**  
City of Duncanville

**Roland Castaneda**  
TNRCC

**Jeff Chambers**  
Ellis County

**Jim Cline**  
City of Irving

**Charles Conrad**  
Texas Department of Transportation  
Fort Worth

**Fernando Costa**  
City of Fort Worth

**Don Cranford**  
Dallas County

**Jim Cullen**  
Town of Flower Mound

**Michael Curtis**  
City of North Richland Hills

**Dave Davis**  
City of Farmers Branch

**Ruben Delgado**  
Collin County

**Charles Dibrell, III**  
City of Hurst

**Wallace Ewell**  
Texas Department of Transportation  
Fort Worth

**Rondell Fagan**  
Johnson County

**Stanton Foerster**  
City of Rowlett

**Alan Hendrix**  
City of Dallas

**Cecil Hollingsworth**  
Parker County

**George Human**  
City of Richardson

**Mike Hutchison**  
City of Bedford

**Tim Juarez**  
Texas Department of Transportation  
Austin

**Renee Lamb**  
Tarrant County

**Richard Larkins**  
City of Grand Prairie

**John Laster**  
City of Grapevine

**Paul Luedtke**  
City of Garland

**Ken Melston**  
City of Dallas

**Keith Melton**  
City of Arlington

**Cesar Molina, Jr.**  
City of Carrollton

**Michael Murphy**  
Town of Addison

**Lloyd Neal**  
City of Plano

**Regie Neff**  
City of McKinney

**Jim Neidigh**  
Texas Department of Transportation  
Austin

**Edith Ngwa**  
Dallas County

**Cheryl Peoples**  
Fort Worth Transportation Authority

**John Polster**  
Denton County

**David Salmon**  
City of Denton

**Terry Sams**  
Texas Department of Transportation  
Dallas

**Elias Sassoon**  
City of Dallas

**Randy Skinner**  
Tarrant County

**M.A. Srinivasan**  
City of Plano

**Cissy Sylo**  
Dallas/Fort Worth International Airport

**Joe Ternus**  
City of Fort Worth

**Peter Tian**  
City of Allen

**Charles Tucker**  
Texas Department of Transportation  
Dallas

**Gregory Van Nieuwenhuize**  
City of Haltom City

**Dan Walsh**  
City of Fort Worth

**Jack Wierzenski**  
Dallas Area Rapid Transit

**Richard Williams**  
Rockwall County

**Robert Wunderlich**  
City of Garland

**Mark Young**  
Texas Department of Transportation  
Regional Planning Office

**Ronald Young**  
City of Euless

**Vacant**  
City of Lewisville

**Vacant**  
RAILTRAN

# LOCAL MOTION



## Regional Transportation Planning Progress Reports

### TEXAS TRANSPORTATION COMMISSION

The Texas Transportation Commission met in Austin on Thursday, August 31, 2000. The only item of regional significance on the agenda was removal of a segment of F.M. 544 from the state highway system from S.H. 78 south to the Dallas County Line. The Commission will meet again in Austin on Thursday, September 28, 2000. The 2001 Unified Transportation Program (UTP), TxDOT's 10-year statewide plan for transportation project development, will be presented to the Commission at the September 28 meeting. Staff responded to TxDOT with written comments regarding the draft 2001 UTP distributed in July. A copy of that correspondence is provided as Attachment 10.1 for information.

### NCTCOG LEGISLATIVE UPDATE

The latest NCTCOG Legislative Update is included as Attachment 10.2. The Legislative Update is provided to the Committee as a summary of legislative activities.

### CTE NATIONAL TELECONFERENCE SERIES: *NEW PARADIGMS FOR TRANSPORTATION AND ENVIRONMENTAL MANAGEMENT*

In cooperation with the Transportation Research Board Environmental Analysis in Transportation Committee, the Center for Transportation and the Environment is pleased to present *New Paradigms for Transportation and Environmental Management*.

As a result of the National Environmental Policy Act and other federal environmental laws enacted in the late 1960s and 1970s, environmental analysis functions staff were introduced into transportation agencies to obtain federal project approvals for capital projects. This marked the beginning of an evolution from a transportation mission which was remarkably distinct -- to build safe, efficient transportation facilities -- to one which must now consider and manage the broadest context of effects transportation agencies have on the natural and human environment. Environmental performance of transportation agencies is no longer just measured by the number of NEPA documents and environmental permits approved, but through all of its actions, from planning through operations and maintenance.

Case studies will be featured that reflect the new environmental ethic growing within state and local transportation agencies. And panelists will discuss with the audience how they are attempting to balance the public's two-fold demand for improved mobility and a clean environment.

The following individuals are scheduled to speak:

- ◆ **Moderator, Andras Fekete, Manager, Bureau of Environmental Services, New Jersey Department of Transportation, and Chair, Natural Resources Subcommittee of the TRB Committee on Environmental Analysis in Transportation (Trenton, NJ)**
- ◆ **Geoffrey Anderson, Acting Division Director, Office of Policy, Economics, and Innovation, USEPA Headquarters (Washington, DC)**
- ◆ **Marie Curtis, Executive Director, New Jersey Environmental Lobby (Trenton, NJ)**
- ◆ **John Horsley, Executive Director, American Association of State Highway and Transportation Officials (Washington, DC)**
- ◆ **Wayne Kober, Former Director, Bureau of the Environment, Pennsylvania DOT (Harrisburg, PA)**
- ◆ **Gary R. McVoy, Ph.D., Director, Environmental Analysis Bureau, New York State DOT (Albany, NY)**
- ◆ **Gregory D. Rawlings, Environmental Coordinator, Federal Highway Administration, New Mexico Division (Santa Fe, NM)**

The teleconference is scheduled for Friday, September 29, 2000, from 12:00 p.m. to 3:00 p.m. at the Southeast Campus of Tarrant County College, 2100 TCJC Parkway, Room E130, Arlington, Texas. A draft agenda is included as Attachment 10.3. A box lunch will be served at a cost of \$5.00 per person. Those interested in attending the teleconference should contact Lynette Renner at (817) 695-9250 by Monday, September 25, 2000.

#### **NORTH CENTRAL TEXAS OZONE VIOLATIONS**

Since 1990, the Dallas-Fort Worth (DFW) region has failed to comply with the federal health standard for ground-level ozone. As identified in the new attainment demonstration State Implementation Plan (SIP), the region is required to achieve compliance no later than 2007. One method to verify whether the package of emission reduction control strategies and programs identified in the SIP is having an effect is to examine observed monitoring data. A similar assessment will be conducted by the Environmental Protection Agency (EPA) for the 2005, 2006, and 2007 ozone seasons in response to the region's 2007 attainment date. The results will conclude if strategies contained in the SIP enabled the region to meet federal health standards.

An ozone level of 125 parts per billion (ppb) or more recorded at any one of the 14 monitors stationed throughout North Central Texas is considered a violation. The following table summarizes recorded ozone violations since the beginning of the 2000 ozone season. This information is being inventoried, will be combined with historical violation data, and presented at the end of the ozone season.

**North Central Texas Ozone Violations  
Summer 2000 – Through September 12, 2000**

<b>Date</b>	<b>Station</b>	<b>Station Located in DFW Ozone Nonattainment Area</b>	<b>Peak Ozone Hourly Average (parts per billion)</b>	<b>Hour Recorded</b>
July 14, 2000	Frisco	✓	130	4:00 p.m.
	North Dallas	✓	128	5:00 p.m.
August 2, 2000	North Dallas	✓	126	4:00 p.m.
August 12, 2000	Denton Airport	✓	128	Noon
September 1, 2000	Rockwall Heath		125	3:00 p.m.
September 2, 2000	Arlington	✓	126	4:00 p.m.
	Dallas Hinton St.	✓	127	Noon
	Midlothian Tower		128	4:00 p.m.

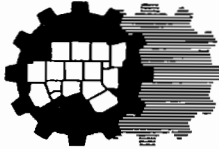
**2000 ANNUAL AUTO OCCUPANCY**

Information regarding 2000 Annual Auto Occupancy from the Texas Department of Transportation (TxDOT) is provided in Attachment 10.4. This information was provided by Mark Young, Regional Planning Engineer at the TxDOT Regional Planning Office.

**UPCOMING EVENTS**

- Street Construction Congestion Improvements
- Application for TRANSIMS





## North Central Texas Council Of Governments

August 31, 2000

Texas Department of Transportation  
Attn: Mr. Alvin R. Luedecke, Jr., P.E.  
P.O. Box 149217  
Austin, TX 78714-9217

Dear Mr. Luedecke:

On July 14, 2000, you requested comments on the draft 2001 Unified Transportation Program (UTP). Staff of the North Central Texas Council of Governments (NCTCOG) Transportation Department forwarded the enclosed Proposed FY2000 Regional Transportation Council/Texas Transportation Commission Partnership Program for FY2004 to your offices several months ago. This Program was developed in consultation with the TxDOT Dallas and TxDOT Fort Worth District officials. It includes the leveraging of Surface Transportation Program—Metropolitan Mobility (STP-MM) funds with the National Highway System (NHS) funding program as well as STP-MM funds committed toward additional funding from the Commission Strategic Priority program. As background information on his subject, I refer you to our May 21, 1999; September 30, 1999; May 18, 2000; and May 19, 2000 correspondence. Also, please remember our May 25, 2000 presentation to your Commission which included this request.

The first page of the enclosed table lists the commitments towards buy-down of NHS projects for both the TxDOT Dallas and Fort Worth Districts. The following pages outline proposed projects for Commission Strategic Priority funding from the previous Partnership Program, projects recommended by the District offices, and projects from the current RTC/Commission Partnership Program. We would urge your offices to reconsider this program for additional project selections in the NHS and Commission Strategic Priority funding categories for our region. We also want to ensure that the STP-MM commitments were considered in the scoring process for the initial UTP project selections for these categories.

We look forward to continuing our partnership with TxDOT and the Transportation Commission in order to bring vital transportation projects to implementation across the state.

Sincerely,

Michael Morris, P.E.  
Director of Transportation

DR:lms  
Enclosures

cc: Jay Nelson, P.E., District Engineer, TxDOT Dallas District  
Steven E. Simmons, P.E., District Engineer, TxDOT Fort Worth District  
1999-2000 UPWP Element 3.01 Project File

**PROPOSED FY2000 REGIONAL TRANSPORTATION COUNCIL/  
TEXAS TRANSPORTATION COMMISSION PARTNERSHIP FOR FY2004  
National Highway System Buy-Down Proposal**

**Dallas District**

	<b>Project Location</b>	<b>Project Description</b>	<b>Total Cost (millions)</b>	<b>STP-MM Funds (millions)</b>	<b>Additional Funding (millions)</b>
1	IH 30 from W of Loop 12 to E of Westmoreland (1068-04-908, 1068-04-903)	Widen to 8 lanes, HOV, and add interchanges & noise wall	\$55.0	\$17.0	\$38.0 NHS-Mobility
2	SH 161 Ext. at SH 183 (2964-01-024)	Interchange construction plus (Conflans Road from Esters Road to Valley View Lane)	\$47.9	\$14.9	\$33.0 NHS-Mobility
3	SH 114 from 0.84 miles E of Trophy Lake Drive to 0.7 miles W of Trophy Club Drive (0353-02-060)	Phase III—Complete main lanes and frontage roads for 6 lanes of ultimate 8-lane freeway <sup>1</sup>	\$18.76	\$2.6	\$16.16 NHS-Mobility
4	SH 121 from SH 114 to Dallas North Tollway <sup>2</sup>	Fully construct limited access facility, including mainlanes	\$172.7	\$30.0	\$10.0 SIB Loan/Cities \$8.25 Denton County Bond \$124.45 NHS-Mobility
5	SH 161 from IH 20 to N of IH 30 (2964-01-029, 2964-01-030, 2964-01-031)	Construct frontage roads	\$52.8	\$22.8	\$30.0 NHS-Mobility

**Fort Worth District**

6	IH 820 from SH 26 to Southwestern RR (0008-14-058)	Reconstruct to 10 lane freeway	\$48.3	\$8.6	\$19.7 NHS-Mobility \$20.0 Interstate Maintenance
7	IH 820 from Southwestern RR to IH 35W (0008-14-059)	Reconstruct to 10 lane freeway	\$37.5	\$7.0	\$15.5 NHS-Mobility \$15.0 Interstate Maintenance
8	SH 360 from IH 30 to IH 20 (2266-02-054)	Bottleneck improvement: Construct 8 lane freeway w/ interchange at US 180	\$61.6	\$14.5	\$47.1 NHS-Mobility

<sup>1</sup> Phase I and Phase II funding in place.

<sup>2</sup> 0364-02-017, 0364-03-064, 0364-03-066, 0364-03-067, 0364-04-906, 3547-01-005, 3547-01-008, 3547-01-009, 3547-02-004, 3547-03-002

**PROPOSED FY2000 REGIONAL TRANSPORTATION COUNCIL/  
TEXAS TRANSPORTATION COMMISSION PARTNERSHIP FOR FY2004  
Dallas District**

**1999 Partnership Projects (Carryover)**

	Project Location	Project Description	Total Cost (millions)	STP-MM Funds (millions)	Additional Funding (millions)
1	IH 20 from IH 35E to IH 45 (2374-03-049)	Construct frontage roads	\$14.9	\$5.0	\$4.9 Local funds \$5.0 Commission Strategic Priority
2	IH 635 from Hillcrest Road to Merit Drive	Reconstruct frontage roads, add bypass lanes over Park Central Drive, rehabilitate ramps, edge conditions, street connections	\$24.5	\$8.0	\$16.5 Commission Strategic Priority

**District-Selected Projects**

3	US 380 from LP 288 to US 77 in Denton (0135-10-023)	Widen from 2 lanes to 6-lane divided urban	\$11.7	\$1	\$2.0 District Discretionary \$8.7 Commission Strategic Priority
4	IH 20 at Lakeridge Parkway (Dorothy)/SH 161 Interchange (2374-04-905)	Construct new grade separation and ramps	\$9.3	\$1	\$8.3 Commission Strategic Priority

**RTC/Commission Partnership Projects**

5	IH 635 LBJ from US 80 to N of Town East Blvd (2374-02-098)	Construct interchange at Town Center Drive, replace bridges, add mainlane and ramp improvements for Town East Blvd	\$16.7	\$5.0	\$5.0 City of Mesquite \$6.7 Commission Strategic Priority
6	Mountain Creek Parkway from IH20 to Spur 408 (0918-48-943)	Widen from 2 lanes to 6-lane divided	\$20.0	\$5.0	\$10.0 Local funds \$5.0 Commission Strategic Priority
7	Off-System Rail Crossing Safety Program	Provide grade separations and safety enhancements at roadway/ rail intersections	\$7.84	\$2.0	\$1.07 CMAQ-1999 Call for Projects \$0.77 Local Funds \$4.0 Commission Strategic Priority

**PROPOSED FY2000 REGIONAL TRANSPORTATION COUNCIL/  
TEXAS TRANSPORTATION COMMISSION PARTNERSHIP FOR FY2004  
Fort Worth District**

**1999 Partnership Projects (Carryover)**

	Project Location	Project Description	Total Cost (millions)	STP-MM Funds (millions)	Additional Funding (millions)
1	SH 121 from IH 30 to Alta Mesa (0504-02-902)	Construct 4 lane toll facility with interchanges	\$238.2	\$20.0	\$43.35 Congressional High Priority \$42.95 Comm Strategic Priority \$131.9 Toll
2	BU 287P Rosedale St <sup>3</sup> , from IH US 287 to IH 820 (0902-48-932)	Rehabilitate, add turn lanes and additional lanes and medians from US 287 to IH 820	\$15.64	\$3.28	\$0.66 Urban Street Program \$11.7 Commission Strategic Priority

**District-Selected Projects**

3	SH 360 from Mid-Cities Blvd to SH 183 (2266-02-095)	Construct 6 freeway mainlanes	\$15.9	\$0.5	\$6.9 District Discretionary \$8.5 Commission Strategic Priority
4	SH 199 from 0.7 miles S of Denver Trail to 0.6 miles N of FM 1886 (0171-04-912)	Construct 4-lane urban frontage roads as first phase of freeway section	\$15.1	\$0.5	\$3.0 Demonstration \$2.1 District Discretionary \$9.5 Commission Strategic Priority

**RTC/Commission Partnership Projects**

7	SH 121/114 from SH 360 to International Parkway	Add mainlanes in each direction	\$13.0	\$4.0	\$9.0 Commission Strategic Priority
8	US 180/Hemphill/Lamar/Taylor in Fort Worth	Street improvements	\$13.7	\$3.0	\$2.7 Local Funds \$8.0 Commission Strategic Priority
9	Off-System Rail Crossing Safety Program	Provide grade separations and safety enhancements at roadway/rail intersections	\$3.9	\$1.0	\$0.53 CMAQ—1999 Call for Projects \$0.38 Local Funds \$2.0 Commission Strategic Priority
10	Trinity Railway Express/Extension (Y-Connection and Lancaster Bridge)	Construct rail as multimodal element of freeway improvements	\$12.9	\$0.0	\$3.8 CMAQ \$1.75 Local Funds \$7.35 Commission Strategic Priority

<sup>3</sup> Project on Rosedale also includes widening to 6 lane divided from IH 35W to US 287: 0172-01-042, total project cost of \$4,813, 000 (\$2,406,500 4G + \$2,406,500 local match); and 8649-02-004, total project cost of \$1,168, 000 (\$584,000 PASS + \$584,000 local match).

# Legislative UPDATE

Legislative Update  
STTC, Number 35  
September 2000

## FHWA Proposes Changes to Highway Trust Fund Receipts

The Federal Highway Administration (FHWA) has announced proposed changes to the reporting of motor fuel data from the states to the FHWA and is soliciting comments on the potential changes. The motor fuel attribution process is used in determining the distribution of federal-aid highway funds for the Federal Surface Transportation Program, National Highway System, and the Interstate Maintenance Program, as well as for the minimum guarantee program.

The factors for fiscal year 2000 are as follows:

- Highway Trust Fund payments to the highway account are used as a 35 percent factor for distributing approximately \$5.4 billion in FY 2000 Federal Surface Transportation Program funds.
- Diesel fuel utilized on highways is used as a 30 percent factor for distributing approximately \$4.6 billion in FY 2000 National Highway System funds.
- Commercial vehicle contributions to the highway account are used as a 33.3 percent factor for distributing approximately \$3.8 billion in FY 2000 Interstate Maintenance funds.
- The minimum guarantee is estimated to be approximately \$6.7 billion in FY 2000. The minimum guarantee assures that each state's share of apportionments and funding for highway priority projects will be at least 90.5 percent of its share of contributions to the highway account of the Highway Trust Fund.

Overall, FHWA found the current motor fuel reporting and attribution process adequate, but improvements are expected in reporting, treatment of motor fuel data in attribution, and process management. Comments on the proposed policy must be received by October 30, 2000. For more information, contact Tom Howard of the Office of Highway Policy Information at (202) 366-0170.

### **Airline Complaints Escalate; Comments Requested on Airline Customer-Service Plans**

Numerous "Airline Passenger Bill Of Rights" proposals were introduced last year when a record numbers of complaints were submitted to the U.S. Department of Transportation regarding flight delays, over-booking, and poor flight information. The number of complaints this year exceeds 1999 levels, with 12,145 complaints filed thus far. This represents a 58 percent increase compared to the 7,699 complaints registered during the first six months of 1999.

Under the Wendell H. Ford Aviation Investment and Reform Act for the 21<sup>st</sup> Century, the Office of the Inspector General is required to review airline customer service plans. The Office of Inspector General at the U.S. Department of Transportation is accepting public comments on the quality of airlines' accommodations for disabled passengers and others with special needs. Other topics for comment include flight overbooking, airline ticket pricing, and long waits onboard aircraft. Electronic comment forms are available at [www.oig.dot.gov](http://www.oig.dot.gov), or paper copies of the form may be requested by calling (800) 884-9190.

### **Highway Construction Costs Increase**

According to the Federal Highway Administration, highway construction costs have risen 13.4 percent for the second quarter of the year when compared to the first quarter. The latest figures show a 9.2 percent increase over the second quarter of last year. Increases in costs of materials, such as steel and structural concrete, account for the increase; however, the unit price for Portland cement concrete was lower for the second quarter index. Recent composite price indices can be viewed at [www.dot.gov/affairs/fhwa5200.htm](http://www.dot.gov/affairs/fhwa5200.htm).

### **Kentucky Construction Team Completes Repairs in One Weekend**

A 200 member "super team" began reconstructing the northbound lanes of Interstate 65 through Louisville on a Friday night and were finished well before rush hour on Monday morning. Contractor Gohman Asphalt & Construction Inc., received a \$20,000 bonus for completing the phase four hours ahead of schedule. The project involved repairing bridge joints and guard rails, installing truck-weight sensors, constructing drainage ditches, and resurfacing the pavement. The southbound lanes of the \$2.9 million highway project will be completed in one more weekend of construction. Kentucky Transportation Cabinet officials are calling the intense round-the-clock construction schedule "the wave of the future."

### **Health Assessment Document Available on Diesel Exhaust**

The Environmental Protection Agency has announced the release of a Science Advisory Board review of the "Health Assessment Document for Diesel Exhaust." The report is available for public review and comment. Comments must be in writing and postmarked by September 29, 2000. For more information, contact the Technical Information Staff at (202) 564-3261.

### **Arlington Meeting Scheduled for Texas Transportation Plan Update**

The Texas Department of Transportation is updating the Texas Transportation Plan (TTP) which provides a statewide framework to ensure Texas' vision of the future becomes a reality. Input from the general public will be needed to formulate that vision and develop the Plan. An open house meeting has been scheduled in Arlington on October 16, 2000. The meeting will be held from 3:00 p.m. to 8:00 p.m. at the Elzie Odom Recreation Center located at 1601 N.E. Green Oaks Boulevard. Additional information may be received by calling 1-866-657-4823.

**For information on any of the topics contained in this issue of the Legislative Update, please contact Lynn Hayes, Principal Transportation Planner, or Nan Miller, Senior Transportation Planner, at (817) 695-9240.**

As of 9/8/00

**DRAFT AGENDA*****CTE National Broadcast on New Paradigms for  
Transportation and Environmental Management***

September 29, 2000

1:00 - 4:00pm, EDT

<b>TIME</b>	<b>TOPICS</b>	<b>PRESENTERS</b>	<b>AudioVisuals</b>
1:00 - 1:05	<b>Welcome &amp; Introduction of Moderator</b>	Katie McDermott, CTE	<a href="http://www.itre.ncsu.edu/cte">http://www.itre.ncsu.edu/cte</a>
1:05 - 1:10	<b>Program Overview &amp; Introduction of Panel</b>	Andy Fekete, NJDOT, Moderator	
1:10 - 1:25	<b>Panel Discussion</b> - Current paradigm shifts in the transportation/environmental relationship - Evolution of NEPA - Compliance vs. Integration	Entire Panel w/Opening Remarks by John Horsley, AASHTO	
1:25 - 1:45	<b>Case Studies</b> - New York State DOT - New Mexico DOT	Gary McVoy, NYSDOT Greg Rawlings, FHWA	<i>Video Clip + PPT slides PPT slides</i>
1:45 - 2:00	<b>Panel Discussion w/Q&amp;A</b>	Entire Panel & National Audience	
2:00 - 2:10	<b>Break</b>		
2:10 - 2:30	<b>Case Studies (cont'd)</b> - New Jersey DOT - Pennsylvania DOT	Andy Fekete & Marie Curtis, NJEL Wayne Kober, PennDOT (retired)	<i>PPT slides PPT slides</i>
2:30 - 2:40	<b>Panel Discussion w/Q&amp;A</b>	Entire Panel & National Audience	
2:40 - 2:50	<b>Regulatory Flexibility</b> - What does "flexibility" mean? - Applications to transportation	Geoff Anderson, USEPA	<i>PPT slides</i>
2:50 - 3:00	<b>AASHTO Perspective</b> - AASHTO's T&E initiatives - Partnerships with APTA et al.	John Horsley, AASHTO	<i>PPT slides</i>
3:00 - 3:10	<b>Break</b>		
3:10 - 3:55	<b>Q&amp;A Session w/National Audience</b>	Entire Panel & National Audience	Phone/Fax Numbers to send in questions
3:50 - 3:55	<b>Closing Summary</b>	Andy Fekete, Moderator	
3:55 - 4:00	<b>Wrap-Up</b>	Katie McDermott	<a href="http://www.itre.ncsu.edu/cte">http://www.itre.ncsu.edu/cte</a>





# Texas Department of Transportation

REGIONAL PLANNING OFFICE  
910-A N. WATSON ROAD • ARLINGTON, TX 76011-5262 • (817) 640-6031

September 1, 2000

2000 Annual Auto Occupancy

File: GT-2-i-1

Members of the Surface Transportation Technical Committee

The Annual Auto Occupancy Study for 2000 has been completed. Attached are several charts and tables showing the results. Data for each survey station is available on request.

The study shows no significant area wide change since 1987 with no apparent changes in peoples' attitudes toward carpooling. Small variations from year to year are considered within the accuracy limits of the survey procedures

Attachment #1 shows the Dallas and Fort Worth Central Business District's and the Dallas and Tarrant County occupancy rates. Attachment #2 shows these data in tabular form.

The next two attachments show the characteristics of carpooling. Since 1987, the percentages of autos with 1, 2, 3, etc., persons remained relatively constant. There seems to be no change in the way people carpool or their attitudes toward carpooling. The final attachment shows the overall occupancy rates for the stations on IH-635 (LBJ Freeway) and IH-30 (RLT Freeway) where there are HOV lanes. An increase in the number of violators has eroded the HOV occupancy rates a little.

HOV lanes are now operational on IH-35E (Stemmons Freeway) from IH-635 (LBJ Freeway) to approximately the Denton County line. The RPO study did not cover this station. TTI, however, monitors all the HOV stations with the occupancy rates reflecting all types of private and commercial vehicles.

The annual auto occupancy study is conducted at 26 sites around the Dallas Fort Worth Metroplex and at 12 cordon sites around the CBD's. Data is collected from 7 to 9 AM on workdays. Rates are calculated for non-commercial autos, pickups, vans and SUV's.

More detailed information is available from Mr. Arnold Breeden at the number above or at [abreed@dot.state.tx.us](mailto:abreed@dot.state.tx.us).

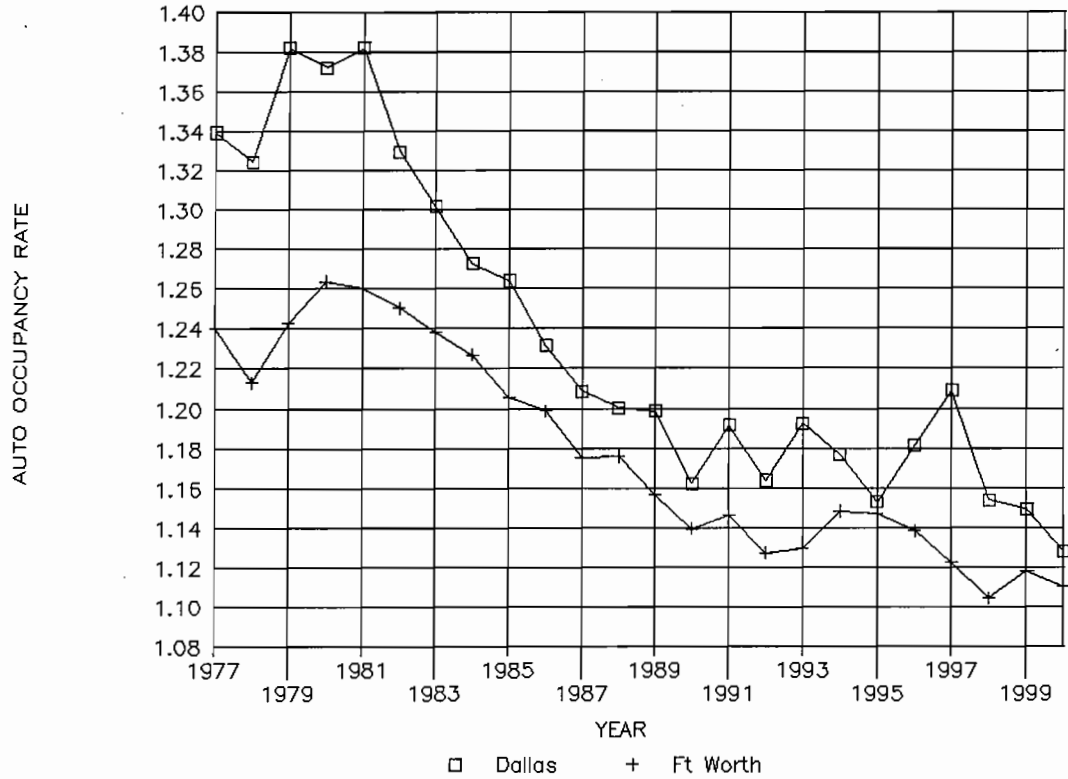
Yours Sincerely,

Mark A. Young, P.E.  
Regional Planning Engineer

may/apb  
Attachments

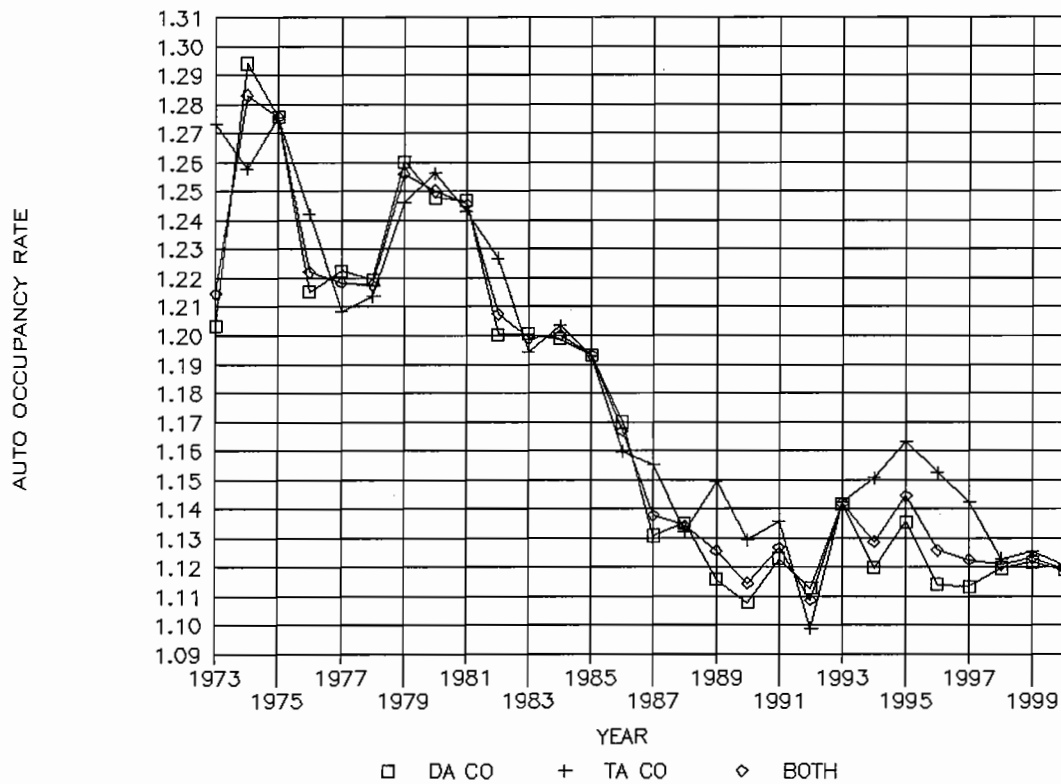
# AUTO OCCUPANCY RATE by CBD's

Source: Regional Planning Office, TxDOT



# AUTO OCCUPANCY RATE by County

Source: Regional Planning Office, TxDOT

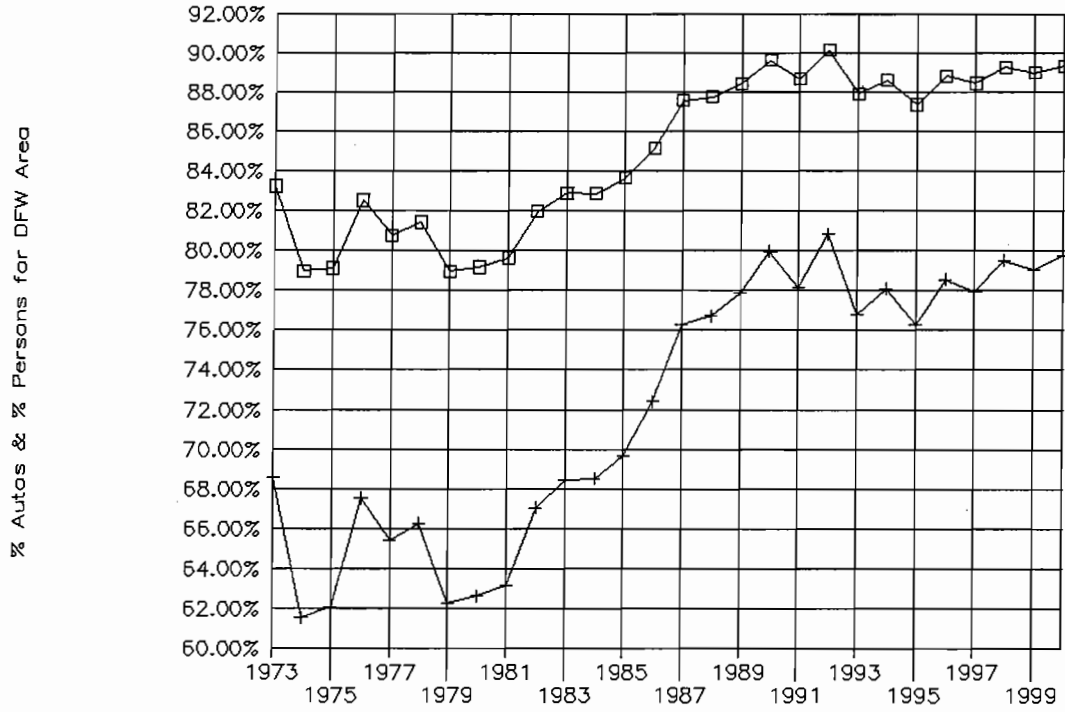


AUTO OCCUPANCY HISTORY  
 DALLAS-FORT WORTH STUDY AREA  
 SOURCE: REGIONAL PLANNING OFFICE, TxDOT

YEAR	DALLAS CO	TARRANT CO	BOTH CO'S	DALLAS CBD	FT WORTH CBD
1973	1.2035	1.2730	1.2145		
1974	1.2941	1.2578	1.2830		
1975	1.2755	1.2756	1.2756		
1976	1.2151	1.2420	1.2220		
1977	1.2226	1.2084	1.2184	1.3395	1.2400
1978	1.2193	1.2136	1.2177	1.3243	1.2131
1979	1.2601	1.2462	1.2561	1.3821	1.2431
1980	1.2477	1.2562	1.2501	1.3720	1.2638
1981	1.2466	1.2429	1.2456	1.3820	1.2602
1982	1.2004	1.2267	1.2074	1.3296	1.2504
1983	1.2007	1.1945	1.1990	1.3015	1.2383
1984	1.1988	1.2034	1.2001	1.2727	1.2271
1985	1.1933	1.1929	1.1932	1.2642	1.2053
1986	1.1698	1.1597	1.1669	1.2314	1.1990
1987	1.1308	1.1552	1.1378	1.2086	1.1753
1988	1.1351	1.1321	1.1342	1.2002	1.1759
1989	1.1159	1.1493	1.1256	1.1987	1.1565
1990	1.1080	1.1294	1.1144	1.1624	1.1394
1991	1.1230	1.1356	1.1267	1.1915	1.1460
1992	1.1129	1.0990	1.1088	1.1637	1.1273
1993	1.1417	1.1422	1.1419	1.1924	1.1295
1994	1.1198	1.1507	1.1288	1.1769	1.1483
1995	1.1355	1.1631	1.1445	1.1530	1.1468
1996	1.1142	1.1525	1.1258	1.1815	1.1385
1997	1.1134	1.1425	1.1226	1.2089	1.1226
1998	1.1197	1.1230	1.1209	1.1539	1.1043
1999	1.1218	1.1257	1.1232	1.1493	1.1182
2000	1.1190	1.1204	1.1195	1.1281	1.1101

# % Drive Alone Autos

& % Persons in those Autos

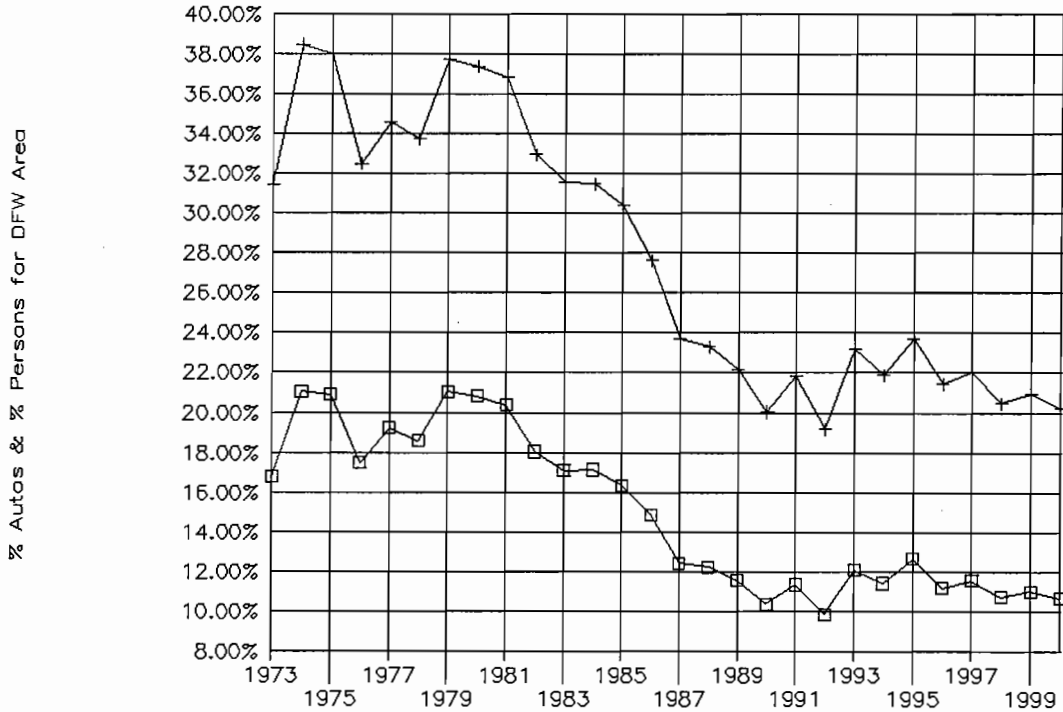


File: AUTOCHAR; Source: RPO, TxDOT

□ % Drive Alone Autos      + % Persons Involved

# % Autos with >1 Persons

& % Persons in those Autos

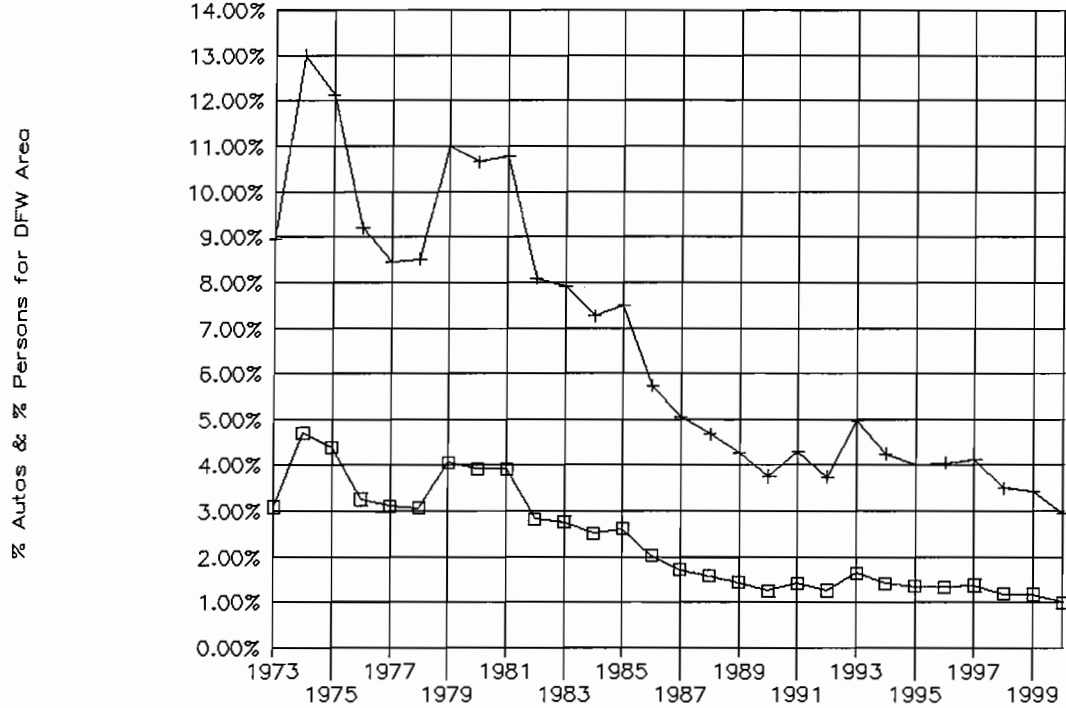


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□ % Autos @ >1 Person      + % Persons Involved

## % Autos with >2 Persons

& % Persons in those Autos

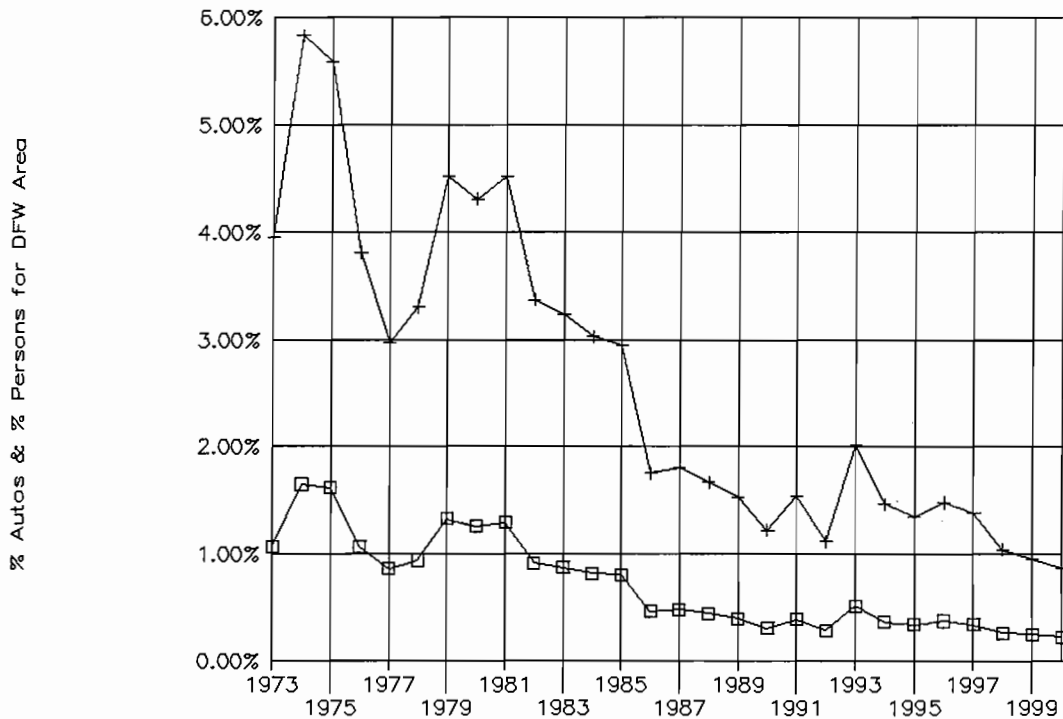


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□ % Autos @ >2 Person      + % Persons Involved

## % Autos with >3 Persons

& % Persons in those Autos



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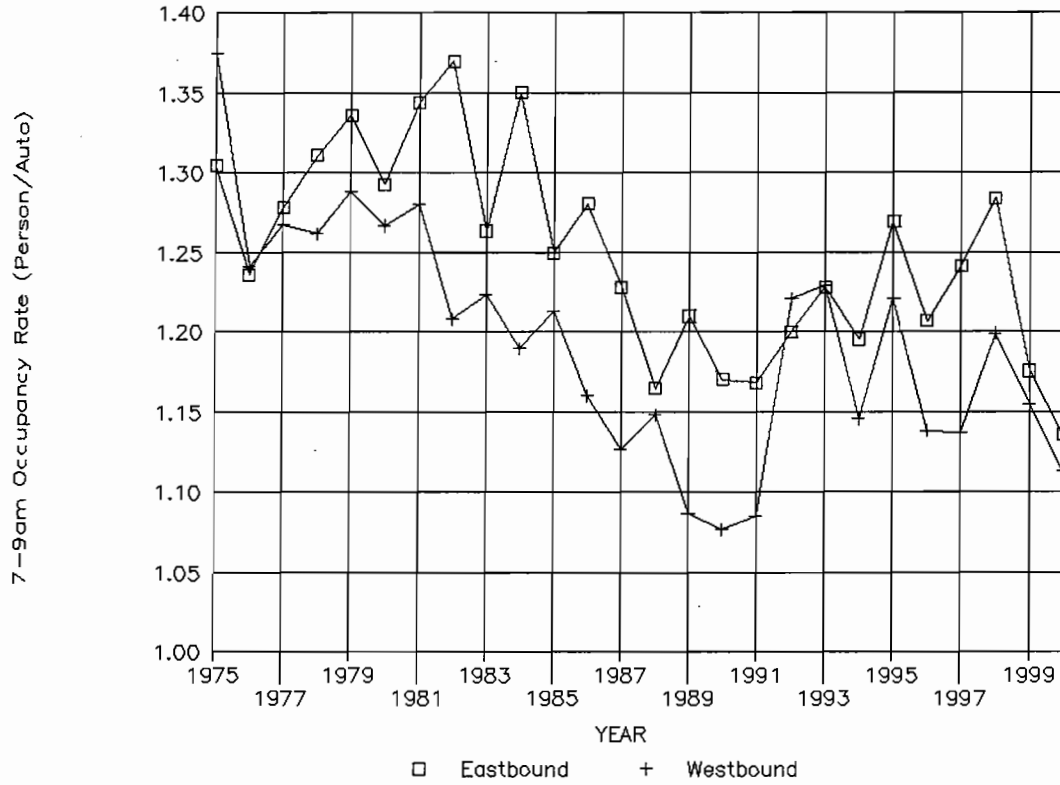
□ % Autos @ >3 Person      + % Persons Involved

% Autos & % Persons for DFW Area

% Autos & % Persons for DFW Area

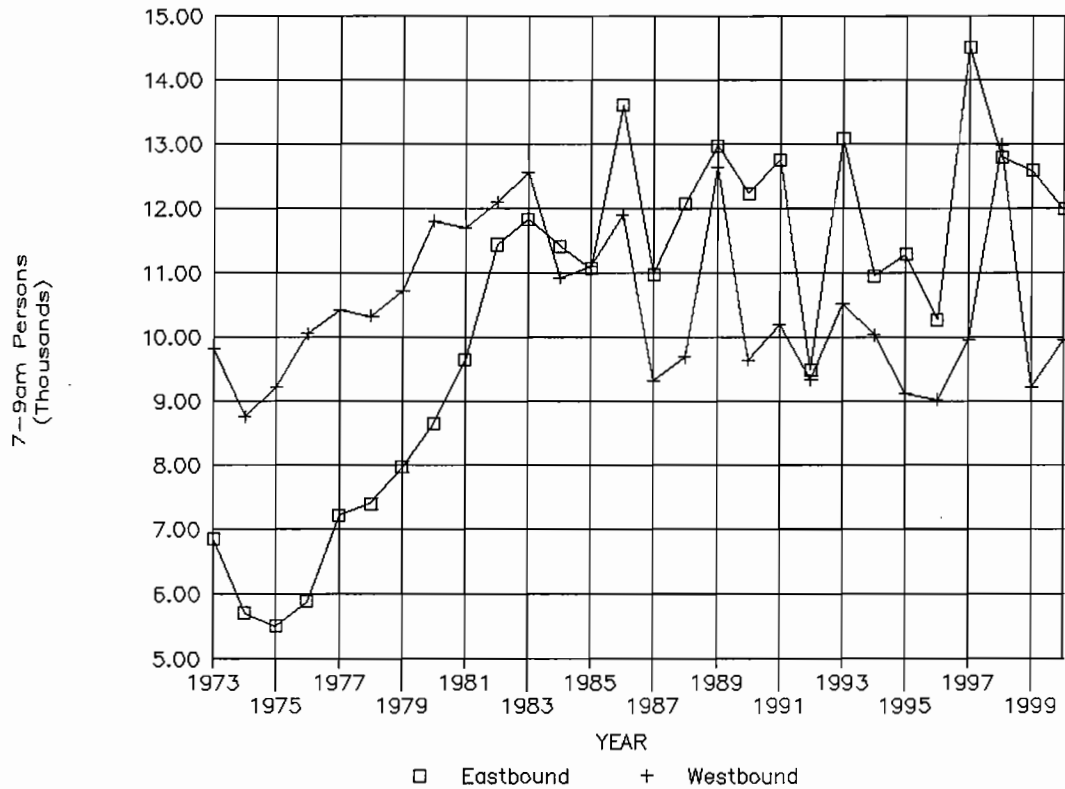
### IH-30 @ Grand

HOV Started after 1991 Count



### IH-635, Webb Chapel to Marsh

HOV Started Before 1997 Count



**MINUTES****SURFACE TRANSPORTATION TECHNICAL COMMITTEE  
Friday, August 25, 2000**

The Surface Transportation Technical Committee (STTC) held a meeting on August 25, 2000, at 1:30 p.m., in the Transportation Board Room (Third Floor) of the North Central Texas Council of Governments (NCTCOG). The following Surface Transportation Technical Committee members or representatives were present: Patrick Baugh; Rick Berry; John Blain; Trip Brizell; John Brunk; Chris Burkett; Curt Caldwell; Roland Castaneda; Charles Conrad; Mike Brennan (representing Fernando Costa); Don Cranford; Jim Cullen; Mike Curtis; Ruben Delgado; Charles Dibrell; Jim Driscoll; Wallace Ewell; Rondell Fagan; George Human; Tim Juarez; Renee Lamb; Rich Larkins; Ramana Chinkakotla (representing John Laster); Paul Luedtke; Ken Melston; Keith Melton; Cesar Molina, Jr.; Regie Neff; Tracy Henry (representing John Polster); David Salmon; Terry Sams; Randy Skinner; Wilma Smith; M.A. Srinivasan; Kent Collins (representing Cissy Sylo); Peter Tian; Charles Tucker; Dan Walsh; Jack Wierzenski; Mark Young; and Ronald Young.

Others present at the meeting were: Gustavo Baez; Natalie Bettger; Michelle Bloomer; Kathie Crider; Chad Edwards; David Gattis; Lynn Hayes; Cathy Huffman-Morris; David Jodray; Barbara Maley; Nan Miller; Michael Morris; Edith Ngwa; Dan Rocha; Abel Saldana; LaDonna Smith; Jim Sparks; Jared White; and Paul Winkelblech.

1. **Approval of the July 28, 2000 Minutes:** The minutes of the July 28, 2000 meeting were approved as submitted. Mark Young (M); Terry Sams (S). Unanimous.
2. **Public Meeting Summary:** Lynn Hayes provided an overview of a public meeting regarding the Proposed Clean Vehicle Technology Requirements and a Town Hall Meeting regarding Transit Section 5310—Elderly and Persons with Disabilities Program, which were held on August 17, 2000 at the NCTCOG offices. Lynn briefed the Committee regarding these two topics and noted that both topics would be covered in detail later in the Agenda. A copy of the public meeting minutes, outlining the presentations as well as comments received during the question and answer period, were distributed to the Committee as Reference Item 2. Lynn noted that the comment period would remain open until September 7, 2000.
3. **2000 Transportation Improvement Program Modifications:** Dan Rocha highlighted the reference items which were mailed to the Committee members for their review. He noted that an endorsement of Regional Transportation Council (RTC) approval would be requested of Modification No. 2000-190, contained in Reference Item 3.1. This request was made by the Collin County Committee on Aging/Collin County Area Rural Transit to add funding to be flexed to the Transit Section 5311—Nonurbanized Area Formula Program to be utilized to provide interim transit service to the Frisco area employment centers. The RTC took expedited action on this revision at its August 10 meeting in order for the project to be added to the August Statewide Transportation Improvement Program (STIP) revisions.

Dan also highlighted Reference Item 3.2, which contained administrative amendments for the Eastern Subregion (Modification Nos. 2000-91, 2000-117 through 2000-152, and 2000-194 through 2000-223) and Reference Item 3.3, which contained administrative amendments for the Western Subregion (Modification Nos. 2000-154 through 2000-186, 2000-188, 2000-191, and 2000-192).

vehicles must be dedicated and not bi-fuel. Nan explained that if the Environmental Protection Agency's requirements change, the RTC Policy discussions will be reopened. Nan provided a brief overview of the comments received at the August 17 public meeting. General discussion followed.

A motion was made for STTC recommendation for RTC approval of the Clean Vehicle Technology Policy. Trip Brizell (M); Ruben Delgado (S). Unanimous.

6. **Proposed Transportation Equity Act for the 21<sup>st</sup> Century Planning Rules:** Barbara Maley provided information regarding the proposed rules for Statewide and Metropolitan Transportation Planning, Intelligent Transportation System, and the National Environmental Policy Act which were jointly issued by the Federal Highway Administration and the Federal Transit Administration (FTA) on May 25, 2000. She noted that Reference Item 6.1, distributed at the meeting, contained a draft letter, that pending approval could be executed by RTC Chairman Ron Harmon on behalf of the Regional Transportation Council at its September 2000 meeting. Also contained in Reference Item 6.1 was a summary of NCTCOG staff's proposed comments pertaining to the proposed rules. Barbara noted that the letter and attachments provide a detailed overview of NCTCOG staff's comments to date, and requested that the Committee include in its favorable recommendation, the flexibility for staff to further negotiate and mediate on the specifics of the comments. She reiterated that the RTC is expected to take action on these comments during its September meeting which will allow the comments to be sent to the dockets by September 23, as directed. Discussion followed.

A motion was made to transmit the draft correspondence and attachments to the Regional Transportation Council for execution and transmittal to the appropriate dockets, with the flexibility to amend the comments as needed or requested by the RTC. Trip Brizell (M); Don Cranford (S). Unanimous.

7. **Environmental Speed Limits:** David Jodray briefed the Committee about the environmental speed limit process which has been identified in the Attainment Demonstration State Implementation Plan (SIP) as an emission reduction control strategy for the Dallas-Fort Worth nonattainment area. The environmental speed limit rule is designed for areas, as needed, to attain or maintain federal National Ambient Air Quality Standards (NAAQS) or to meet transportation conformity requirements. David provided an overview of Reference Item 7, included in the mailout packet, which outlined the process for speed limit reduction implementation. Speed limit data is transmitted from both TxDOT Dallas and TxDOT Fort Worth District Offices to NCTCOG and the Texas Natural Resource Conservation Commission (TNRCC). NCTCOG staff must present a speed limit reduction recommendation to its technical and policy committees, which once approved, will be transmitted to the TNRCC. The TNRCC then develops an official State request of speed limit reductions which is submitted to the TxDOT Division Office in Austin. The Texas Transportation Commission makes the final determination for approval or denial of the speed limit reduction request. Once approval is received from the Texas Transportation Commission, the speed limit reductions will take effect by September 2001. David provided an overview of the proposed regional facilities that would be affected by the environmental speed limit reductions, as shown on the map and spreadsheet distributed at the meeting as Reference Item 7.1. He requested that the Committee members closely review the identified facilities in their jurisdictions and contact NCTCOG staff if there are any questions or concerns with the segments that are contained on the map or spreadsheet. David noted that this item, including the map and spreadsheet will be brought back to the Committee at its September meeting. General discussion followed.
8. **Fast Facts:** Barbara Maley announced that the week of September 10-16 is *Try Transit Week*. This is a campaign that is held annually to encourage and bring forward transit's benefits to recognize both employees and users of the transit system. She noted that Deanna Anderson, Fort



2000 TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION

Subregion: Western

Program: CMAQ  STP-MM \_\_\_\_\_ Transit \_\_\_\_\_ Other \_\_\_\_\_

Type of Modification: Administrative \_\_\_\_\_ RTC Action  STIP Revision \_\_\_\_\_

Modification Number: 2000-187

NCTCOG Project Code: 4054

NCTCOG TIP Page Number(s): VII-80

TxDOT Control Section Job Number(s): 0902-48-287 MTP Reference: TSM2100

Project Type and Location: TxDOT Fort Worth (Colleyville) – S.H. 26 at Glade Road; intersection improvement

Original Funded Amount: FY2000 – \$415,400 total (\$266,000 federal, \$66,400 state and \$83,000 local)

Estimated Construction Cost: N/A Percent: N/A

Construction Bid Price: \$530,488 total Percent: 28%

Request: Increase authorized funding by \$115,088 total and clarify funding distribution at \$530,488 total (\$424,390 federal and \$106,098 local).

Comments/Conditions: Does not violate financial constraint as sufficient FY00 apportionment available to program the requested funding amount; the project is included in the air quality conformity determination of Mobility 2025 and the 2000 TIP; project was re-scored and met the scoring limits for projects evaluated in 1994; contingent on TxDOT approval (see below)

Approved By:

\_\_\_\_\_  
Michael Morris, P.E.  
Director of Transportation  
NCTCOG

\_\_\_\_\_  
Date

The following signature authorizes:

additional Metropolitan Planning Organization (MPO) allocated funds to be moved into Year One.  
\_\_\_\_\_ modification to a project funded through a TxDOT-selected program.

Approved By:

\_\_\_\_\_  
Steven E. Simmons, P.E.  
District Engineer  
TxDOT, Fort Worth District

\_\_\_\_\_  
Date

2000 TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION

Subregion: Western

Program: CMAQ  STP-MM \_\_\_\_\_ Transit \_\_\_\_\_ Other \_\_\_\_\_

Type of Modification: Administrative \_\_\_\_\_ RTC Action  STIP Revision

Modification Number: 2000-189

NCTCOG Project Code: 11216

NCTCOG TIP Page Number(s): Appendix L.36

TxDOT Control Section Job Number(s): 2374-05-061 MTP Reference: ITS3005

Project Type and Location: TxDOT Fort Worth – I.H. 20 from U.S. 287 to Dallas County Line; install detection, lane control signals, CCTV and system

Original Funded Amount: FY2005 -- \$2,680,000 total (\$2,036,800 federal and \$643,200 state)

Estimated Construction Cost: N/A Percent: N/A

Construction Bid Price: N/A Percent: N/A

Request: Move project from FY 2005 to FY 2001

Comments/Conditions: Does not violate financial constraint as sufficient FY01 apportionment available to program the requested funding amount; no air quality conformity requirements are impacted by this modification as project is exempt; TxDOT – Fort Worth is adding Category 15 funds to the project in the amount of \$588,108 total (\$294,054 federal and \$294,054 state)

Approved By:

\_\_\_\_\_  
Michael Morris, P.E.  
Director of Transportation  
NCTCOG

\_\_\_\_\_  
Date

The following signature authorizes:

\_\_\_\_\_ additional Metropolitan Planning Organization (MPO) allocated funds to be moved into Year One.  
\_\_\_\_\_ modification to a project funded through a TxDOT-selected program.

Approved By:

\_\_\_\_\_  
N/A  
Steven E. Simmons, P.E.  
District Engineer  
TxDOT, Fort Worth District

\_\_\_\_\_  
N/A  
Date

2000 TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION

Subregion: Western

Program: CMAQ \_\_\_\_\_ STP-MM  Transit \_\_\_\_\_ Other \_\_\_\_\_

Type of Modification: Administrative \_\_\_\_\_ RTC Action  STIP Revision \_\_\_\_\_

Modification Number: 2000-193

NCTCOG Project Code: 1616.1000

NCTCOG TIP Page Number(s): VII-78

TxDOT Control Section Job Number(s): 0363-01-112 MTP Reference: TSM2100

Project Type and Location: TxDOT Fort Worth (Grapevine) – S.H. 26 at Mustang Drive; intersection improvement

Original Funded Amount: FY2000 -- \$500,000 total (\$400,000 federal and \$100,000 state)

Estimated Construction Cost: N/A Percent: N/A

Construction Bid Price: \$939,000 Percent: 88%

Request: Increase authorized funding by \$179,000 for \$679,000 total (\$400,000 federal, \$100,000 state, and \$179,000 local). Include railroad crossing of \$260,000 total (\$208,000 federal and \$52,000 state).

Comments/Conditions: Does not violate financial constraint as sufficient FY00 apportionment available to program the requested funding amount; A railroad crossing upgrade has also been incorporated into the project. City of Grapevine will fund cost increase over original estimate for the intersection improvement. Railroad crossing will be funded with federal and state funds. City of Southlake will fund extension of Mustang Drive west of S.H. 26; the project is included in the air quality conformity determination of Mobility 2025 and the 2000 TIP; project was re-scored and met the scoring limits for projects evaluated in 1992; contingent on TxDOT approval, see below

Approved By:

\_\_\_\_\_  
Michael Morris, P.E.  
Director of Transportation  
NCTCOG

\_\_\_\_\_  
Date

The following signature authorizes:

additional Metropolitan Planning Organization (MPO) allocated funds to be moved into Year One.  
 modification to a project funded through a TxDOT-selected program.

Approved By:

\_\_\_\_\_  
Steven E. Simmons, P.E.  
District Engineer  
TxDOT, Fort Worth District

\_\_\_\_\_  
Date

**RESOLUTION SUPPORTING  
TEXAS CLEAN AIR WORKING GROUP  
AIR QUALITY LEGISLATIVE INITIATIVES  
(R00-04)**

**WHEREAS**, the North Central Texas Council of Governments has been designated as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and

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

**WHEREAS**, the Dallas-Fort Worth area is a federally designated nonattainment area for the pollutant ozone; and

**WHEREAS**, the Regional Transportation Council is responsible for air quality conformity; and the Clean Air Act Amendments of 1990 require that in air quality nonattainment areas transportation plans and improvement programs conform to the applicable air quality implementation plan; and

**WHEREAS**, air quality impacts the public and economic health of the entire region.

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

**Section 1.** The Regional Transportation Council encourages efforts of the Texas Clean Air Working Group to seek support and involvement of the 77<sup>th</sup> Texas Legislature for prudent and effective policies, strategies, and legislation, which will improve air quality in Texas and meet Clean Air Act standards.

**Section 2.** The Texas Clean Air Working Group Interim Legislative Policy Statement is adopted to reflect three priority policy areas to 1) develop an integrated strategy to reduce mobile source emissions, 2) develop innovative financial incentives for commercial emissions reductions, and 3) support the effective implementation and enforcement of the State Implementation Plan.

**Section 3.** The Texas Clean Air Working Group Interim Legislative Policy Statement is consistent with the Regional Transportation Councils "Policy Strategies to Improve Air Quality in Texas" endorsed on May 11, 2000.

2000 TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION

Subregion: Western

Program: CMAQ  X  STP-MM \_\_\_\_\_ Transit \_\_\_\_\_ Other \_\_\_\_\_

Type of Modification: Administrative  X  RTC Action \_\_\_\_\_ STIP Revision  X

Modification Number: 2000-225

NCTCOG Project Code: 11212

NCTCOG TIP Page Number(s): VII-79

TxDOT Control Section Job Number(s): 0094-02-905 MTP Reference: TSM2400

Project Type and Location: TxDOT Fort Worth (Various) – S.H. 360 southbound frontage road at Midway, S.H. 183 frontage roads at Forest Ridge, FM 2499 at Grapevine Mills Blvd. North and Stars and Stripes Way; signal timing, install new traffic signals and signal timing optimization

Original Funded Amount: FY2000 -- \$294,150 total (\$212,000 federal and \$82,150 state)

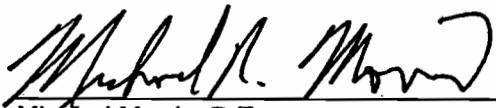
Estimated Construction Cost: N/A Percent: N/A

Construction Bid Price: N/A Percent: N/A

Request: Remove SH 10 at Soto Grande intersection from this project as it will be completed with the SH 10 improvements being done with Supplemental STP-MM funds. The new Control Section Job number for the project will be 2266-02-108.

Comments/Conditions: Does not violate financial constraint as sufficient FY01 apportionment available to program the requested funding amount; the project is included in the air quality conformity determination of Mobility 2025 and the 2000 TIP

Approved By:

  
 \_\_\_\_\_  
 Michael Morris, P.E.  
 Director of Transportation  
 NCTCOG

9/13/00  
 \_\_\_\_\_  
 Date

The following signature authorizes:

- \_\_\_\_\_ additional Metropolitan Planning Organization (MPO) allocated funds to be moved into Year One.
- \_\_\_\_\_ modification to a project funded through a TxDOT-selected program.

Approved By:

N/A  
 \_\_\_\_\_  
 Steven E. Simmons, P.E.  
 District Engineer  
 TxDOT, Fort Worth District

N/A  
 \_\_\_\_\_  
 Date

2000 TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION

Subregion: Western

Program: CMAQ \_\_\_\_\_ STP-MM \_\_\_\_\_ Transit \_\_\_\_\_ Other 2-Interstate Maintenance

Type of Modification: Administrative X RTC Action \_\_\_\_\_ STIP Revision X

Modification Number: 2000-226

NCTCOG Project Code: N/A

NCTCOG TIP Page Number(s): N/A

TxDOT Control Section Job Number(s): 0008-13-198 MTP Reference: F3001

Project Type and Location: TxDOT Fort Worth – I.H. 20 from Anglin Drive to I.H. 820; pavement repair, fabric underseal, overlay, pavement markings with no additional capacity added

Original Funded Amount: FY2001 -- \$821,000 total (\$738,900 federal and \$82,100 state)

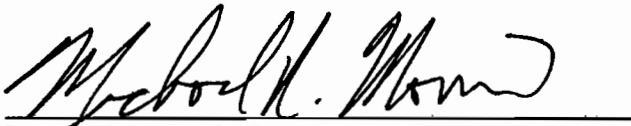
Estimated Construction Cost: N/A Percent: N/A

Construction Bid Price: N/A Percent: N/A

Request: Add project to Transportation Improvement Program

Comments/Conditions: Does not violate financial constraint as sufficient FY01 apportionment available to program the requested funding amount; no air quality conformity requirements are impacted by this modification as project is exempt; contingent on TxDOT approval (see below)

Approved By:



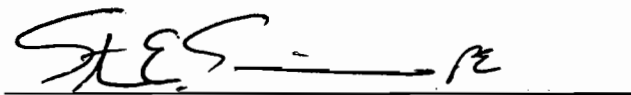
Michael Morris, P.E.  
Director of Transportation  
NCTCOG

9/13/00  
Date

The following signature authorizes:

- additional Metropolitan Planning Organization (MPO) allocated funds to be moved into Year One.
- modification to a project funded through a TxDOT-selected program.

Approved By:



Steven E. Simmons, P.E.  
District Engineer  
TxDOT, Fort Worth District

9-14-00  
Date

2000 TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION

Subregion: Western

Program: CMAQ \_\_\_ STP-MM \_\_\_ Transit \_\_\_ Other 3B – NHS Texas Trunk System

Type of Modification: Administrative X RTC Action \_\_\_ STIP Revision X

Modification Number: 2000-227

NCTCOG Project Code: N/A

NCTCOG TIP Page Number(s): N/A

TxDOT Control Section Job Number(s): 0259-05-062 MTP Reference: TH2007

Project Type and Location: TxDOT Fort Worth – U.S. 67 from ¼ mile west of I.H. 35W to 1 mile west of I.H. 35W; widen from 2 lanes to 4 lanes divided

Original Funded Amount: FY2001 -- \$2,338,000 total (\$1,870,400 federal and \$467,600 state)

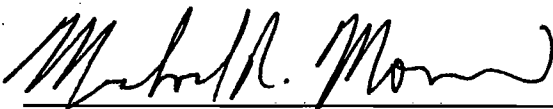
Estimated Construction Cost: N/A Percent: N/A

Construction Bid Price: N/A Percent: N/A

Request: Separate project from 0259-05-037 and add as new project in Transportation Improvement Program

Comments/Conditions: Does not violate financial constraint as sufficient FY01 apportionment available to program the requested funding amount; no air quality conformity requirements are impacted by this modification, because the project is located outside the four-county nonattainment area; contingent on TxDOT approval (see below)

Approved By:



Michael Morris, P.E.  
Director of Transportation  
NCTCOG


9/13/00  
Date

The following signature authorizes:

\_\_\_ additional Metropolitan Planning Organization (MPO) allocated funds to be moved into Year One.

X modification to a project funded through a TxDOT-selected program.

Approved By:



Steven E. Simmons, P.E.  
District Engineer  
TxDOT, Fort Worth District

9-14-00  
Date

2000 TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION

Subregion: Western

Program: CMAQ \_\_\_ STP-MM \_\_\_ Transit \_\_\_ Other 3B - NHS Texas Trunk System

Type of Modification: Administrative X RTC Action \_\_\_ STIP Revision X

Modification Number: 2000-228

NCTCOG Project Code: N/A

NCTCOG TIP Page Number(s): N/A

TxDOT Control Section Job Number(s): 0260-01-048 MTP Reference: TH2007

Project Type and Location: TxDOT Fort Worth - U.S. 67 from 1/2 mile west of I.H. 35W to 3/4 mile west of I.H. 35W; widen from 2 lanes to 4 lanes divided

Original Funded Amount: FY2001 - \$300,000 total (\$240,000 federal and \$60,000 state)

Estimated Construction Cost: N/A Percent: N/A

Construction Bid Price: N/A Percent: N/A

Request: Separate project from existing project 0260-01-035 and add as new project in Transportation Improvement Program

Comments/Conditions: Does not violate financial constraint as sufficient FY01 apportionment available to program the requested funding amount; no air quality conformity requirements are impacted by this modification, because the project is located outside the four-county nonattainment area; contingent on TxDOT approval (see below)

Approved By:

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

9/13/00  
Date

The following signature authorizes:

- additional Metropolitan Planning Organization (MPO) allocated funds to be moved into Year One.
- modification to a project funded through a TxDOT-selected program.

Approved By:

Steven E. Simmons, P.E.  
Steven E. Simmons, P.E.  
District Engineer  
TxDOT, Fort Worth District

9-14-00  
Date



2000 TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION

Subregion: Western

Program: CMAQ \_\_\_ STP-MM \_\_\_ Transit \_\_\_ Other 4A - STP-Safety

Type of Modification: Administrative X RTC Action \_\_\_ STIP Revision X

Modification Number: 2000-229

NCTCOG Project Code: N/A

NCTCOG TIP Page Number(s): N/A

TxDOT Control Section Job Number(s): 0314-01-904 MTP Reference: F3001

Project Type and Location: TxDOT Fort Worth - I.H. 20 from I.H. 30 to Tarrant County Line; shoulder texturing

Original Funded Amount: FY2001 -- \$64,800 total (\$58,320 federal and \$6,480 state)

Estimated Construction Cost: N/A Percent: N/A

Construction Bid Price: N/A Percent: N/A

Request: Add project to Transportation Improvement Program

Comments/Conditions: Does not violate financial constraint as sufficient FY01 apportionment available to program the requested funding amount; no air quality conformity requirements are impacted by this modification, because the project is located outside the four-county nonattainment area; contingent on TxDOT approval (see below)

Approved By:




Michael Morris, P.E.  
Director of Transportation  
NCTCOG

9/13/00  
Date

The following signature authorizes:

- additional Metropolitan Planning Organization (MPO) allocated funds to be moved into Year One.
- modification to a project funded through a TxDOT-selected program.

Approved By:



Steven E. Simmons, P.E.  
District Engineer  
TxDOT, Fort Worth District

9-14-00  
Date



2000 Board of Directors

Officers and Executive Committee

- Allan Howeth  
Chairman
- Gale Duff-Bloom  
Vice Chairman
- Erma C. Johnson  
Secretary
- William D. White, Jr.  
Treasurer
- Hal T. Thorne  
General Counsel
- Dan S. Petty  
President
- C.H. Moore  
Past Chairman
- John A. Carpenter  
James R. Erwin  
Ruben E. Esquivel  
Karyl Innis  
John Longstreet  
Roger Rienstra  
Joe R. Thompson

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- Lee F. Jackson
- Michael Jacobson
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- Grace McDermott
- Don McKeely
- William G. Moore, Jr.
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- Ronald L. Parrish
- Victor Puente, Sr.
- Mario Quintanilla
- Terri Ricketts
- John V. Roach
- David Russell
- Larry E. Schnieders
- Kimberly J. Simpson
- Greg Solomon
- Jim Spence
- Ret Stansberger
- Richard A. Steele
- Vernell Stums
- Regina Sullivan
- Jack E. Swindle
- Jack T. Taylor
- Jack B. Tinsley
- Tom Vandergriff
- Paul N. Wageman
- Timothy D. Ward
- J. William Wennich
- H. Ron White
- Henry Wilson
- Kirk Wilson
- Judy Winkel
- John W. Wroten, Jr.

### FAX TRANSMITTAL SHEET

TO: Mike Murphy FROM: DAN Petty  
 COMPANY: ADDISON PAGES: (including cover sheet)  
 PHONE: 972-450-7000 DATE: 11-1  
 FAX: 972-450-2837 CC: \_\_\_\_\_

—URGENT  —FOR REVIEW —PLEASE COMMENT —PLEASE REPLY  
 —FOR ACTION —PLEASE ACKNOWLEDGE

COMMENTS:

Mike

Go to www.cuc.org  
for details on  
Clean Air

Transportation to follow

Dan

## Michael Murphy

---

**From:** Chris Terry  
**Sent:** Wednesday, December 06, 2000 9:27 AM  
**To:** Michael Murphy  
**Cc:** Ron Whitehead; Michele Covino  
**Subject:** RE: Texas Clean Air Info gathering process

I think you should package it all up with a cover memo from you and deliver it to Ron's office. Ron will likely have Michele Covino put it in the Wednesday or Friday packet this week depending on when she gets it from you. Please make 10 sets of copies for Michele.

Chris

-----Original Message-----

**From:** Michael Murphy  
**Sent:** Monday, December 04, 2000 3:44 PM  
**To:** Chris Terry  
**Cc:** Ron Whitehead  
**Subject:** Texas Clean Air Info gathering process

Chris,

A couple of Council meetings ago (10-24-2000) the Mayor presented an item to approve a Resolution urging the 77th Texas legislature to take certain actions to improve Texas' Air Quality. During that Council meeting, Councilman Silver had questions on several items for clarification as to meaning and content.

I believe I have now acquired the draft information from Dan Petty (NTCOG) that should address Mr. Silver's concerns. My question is, How would you like me to proceed?

The additional information is fairly lengthy approx 20 pages. I could catalog/index the information and turn it over to Bill Shipp for distribution or what ever else you may suggest.

Mike

Michael E. Murphy, P.E.  
Director of Public Works  
Town of Addison  
(972) 450-2878

10 COPIES

# Clean Air Program

## Summary

The primary goal of the Airport Board's Clean Air Policy is to reduce mobile and stationary source air emissions. The Board will comply with the provisions of the State Implementation Plan and other legal requirements in every segment of operations under its control. However, it is the Board's intention to exceed minimum regulatory requirements and set the standard for the implementation of clean vehicles in airport operations.

The Airport Board's Clean Air Policy is intended to produce significant reductions in current and future air emissions from Airport operations and regional electric power generation (via energy conservation). In analyzing any proposed incentives, mandates, rules, regulations, procedures, etc., the Board will exhibit a strong preference for emission reductions. Cost effectiveness will be a consideration although not a determining factor.

Board staff will seek to recognize the needs, constraints and impacts to various Airport stakeholders affected by this policy and its resulting actions. To avoid economic hardship, clean and efficient technologies may be phased in over a period approximating the useful life of assets (e.g. vehicles, engines, etc.). Staff will be particularly cognizant of, and seek to minimize potential impacts to Small and Emerging Businesses.

Staff expects to return to the Board from time to time to formalize specific recommendations, policies, programs, etc. as they are defined for various plan elements.

The Clean Air Policy and subsequent industry/fleet-specific policies are subject to further development as consultations proceed, conditions change and other events warrant. Future modifications will be directed at further improvements to the effectiveness of air emission reduction measures.

## Anticipated Program Elements

Specific elements that are viewed by Board staff as reasonable in terms of effectiveness and impact and thus likely to be incorporated into the overall Clean Air Program include the following:

- Clean vehicles will be defined as achieving Federal Clean Fuel Fleet Vehicle ULEV (ultra-low emission vehicle) emission levels (chassis-certified vehicles, engine-certified road vehicles) or lowest feasible emissions (off-road vehicles). Common currently available clean vehicle technologies are natural gas, electric and certain hybrid-electric designs, with propane having also

having limited application. Currently available product offerings conforming to clean vehicle definitions include:

- ◆ Natural gas (dedicated)
  - Light, medium and heavy duty trucks.
  - Sedans, compact and full size including police cruiser and taxicab models.
  - Full sized vans such as those typically used for Shared Ride and Hotel Courtesy service.
  - Mini-buses and full sized buses.
  - Various items of on-road heavy equipment including over the road, dump truck, sweeper, refuse-hauler, etc.
  - Stationary generators.
- ◆ Electric
  - Light duty trucks.
  - Compact sedans.
  - Aircraft ground support equipment.
  - Various items off-road equipment including forklifts, scooters, personal mobility units, etc.
- ◆ Gas-Electric Hybrids
  - Compact sedans.
  - Full sized buses.
- ◆ Propane
  - Various items of off-road equipment including forklifts, scooters, mowing equipment, etc.
- Board staff will conduct meet-and-confer sessions with vehicle and fleet operators to gain understanding of special needs; facilitate development of incentives, mandates and associated rules, regulations and procedures; continue seeking vehicle and infrastructure funding; participate in information exchanges; and coordinate with other stakeholders and airports engaged in

clean vehicle acquisition and use.

- Emission based fees or incentives (e.g. increased or reduced operating fees, access fees, permit fees, etc.) to stimulate the deployment of clean and efficient technologies and travel demand management measures.
- Mandates (e.g. contractual conditions, lease terms, permit requirements, etc.) to deploy clean and efficient technologies and travel demand management measures.
- Expansion of Airport refueling, recharging, ground power and pre-conditioned air infrastructure to support clean and efficient technologies.
- Establish a goal of having 75% of the Board's fleet in clean vehicle configurations by 2007.
- Education and outreach.
- Amended DFW Building Code to incorporate Energy Conservation Code.
- Comprehensive commissioning of newly constructed facilities and retro-commissioning of existing facilities.
- Support for legislation that creates incentives to encourage the deployment of clean and efficient technologies (e.g. tax credits, reduced registration/licensing fees, grants, etc.).
- Energy conservation programs for Board operated facilities.

#### Potential Program Elements

Specific elements that are viewed by Board staff as potential candidates for incorporation into the overall Clean Air Program based upon further analysis include the following:

- Grant writing/funding assistance.
- Fleet user's group.
- Energy user's group.
- Vehicle maintenance/servicing.
- Energy conservation consulting.
- Reduced parking fees (public vehicles).

- Guaranteed parking (public vehicles).

## Clean Air Policy

Recognizing the importance of clean air to Dallas, Fort Worth and the region, the Dallas/Fort Worth International Airport Board is committed to improving air quality by reducing air pollution from Airport operations and increasing energy efficiency.

### Clean Air Principles

The Principles supporting this Policy are as follows:

- Adopt an emissions based definition of clean vehicle that is consistent with regulatory requirements and the goals of the Airport Board.
- In activities under the Board's control, comply with all applicable provisions of the State Implementation Plan and other legal requirements.
- Continue aggressively integrating clean vehicles into the Airport Board's fleet.
- Develop and implement specific strategies and programs to integrate clean vehicles into regulated/permitted fleets (e.g. taxicabs, shared-ride vehicles and courtesy vehicles) that operate at DFW.
- Develop and implement specific strategies and programs to integrate clean vehicles into fleets of entities operating at DFW under contract to the Airport Board.
- Develop and implement specific strategies and programs to integrate clean vehicles into fleets of entities operating at DFW, which are not directly regulated, permitted by, or under contract to the Airport Board.
- Expand Airport refueling, recharging, ground power and pre-conditioned air infrastructure.
- Serve as a resource for tenants and permittees seeking information on the general principles and benefits of reducing emissions and improving energy efficiency.
- Collaborate with manufacturers, infrastructure suppliers and operators, funding and regulatory agencies, research organizations, airports and other

entities to share expertise, experience and expand the availability and use of emission reduction and energy efficiency programs and technology.

- Promote travel demand management measures.
- Utilize price mechanisms of the free market to help shift business choices toward actions that reduce air emissions.
- Incorporate goals for energy efficiency and emissions management into the strategic business plan.
- Encourage airport-specific research and development initiatives and where feasible, provide support for research projects.
- Develop and utilize innovative strategies in expanding the Airport Board's current commitments to improve air quality at the Airport and the region

#### Anticipated Schedule for Program Elements

##### May 2000

- State submits SIP to EPA.
- Board action to adopt Clean Air Policy.
- Board action to award contract for CNG Vehicle Refueling Station.
- Support for State AFV incentives incorporated into DFW's legislative agenda.
- Execute Letter of Intent to continue participation as a member of the DFW Clean Cities Technical Coalition.

##### June 2000

- Board staff completes analysis of final SIP provisions.
- Initiate procurement of FY00 Board fleet replacements (clean vehicles).

##### July 2000

- Adopt emissions based definition of clean vehicle.



- Adopt Clean Fleet Policy for Board-owned vehicles.
- Board action on taxi contracts (with final clean vehicle integration requirements).
- Finalize analysis of emission reduction strategy for Central Utility Plant (CUP).

#### August 2000

- Revise Shared Ride contracts to incorporate clean vehicle requirements.
- Finalize plans/programs for Scheduled Bus, Charter, Limousine and other Ground Transportation permittees.
- Initiate design of CUP modifications with emission reduction enhancements.
- Finalize recommendations for CDP Commissioning Program.
- Initiate process of amending DFW Building Codes to incorporate the International Energy Conservation Code (IECC).

#### September/October 2000

- Finalize plans/programs for:
  - Construction equipment/operations
  - Courtesy vehicles
  - Off-Aiport parking
- Create Energy Manager position.
- Initiate procurement of FY01 Board fleet replacements (clean vehicles).
- Finalize emission management strategies and targets for CDP.

## November/December 2000

- Finalize plans/programs for:
  - Airfield vehicles
  - Cargo and delivery vehicles
  - Rental Car firms
  - Aircraft
- Initiate formal participation in EPA Energy Star program.
- Develop Energy Conservation Program for all Board operated facilities.

## 1Q 2001

- Develop energy conservation and emission management goals for FY02 business plan.
- Evaluate travel demand measures and submit recommendations.
- Evaluate emission based fees/incentives and submit recommendations.
- Develop and implement education/outreach program.

**DRAFT****TEXAS CLEAN AIR WORKING GROUP**

March 17, 2000

The Honorable (member of the U.S. Senate and U.S. House of Representatives)

Dear:

Mobility and clean air in the state's metropolitan areas and throughout the State of Texas are essential elements of our continued economic prosperity. Improvements to our surface transportation system enable the state to accommodate future growth, improve air quality, reduce traffic congestion and facilitate the movement of people, goods, and services.

On behalf of the Texas Clean Air Working Group, we respectfully urge your support for S 1053 and HR 1876. This important legislation will allow over 159 surface transportation improvement projects to proceed as planned.

Recent federal court rulings invalidating certain U.S. Environmental Protection Agency (EPA) rules have the potential to bring statewide mobility projects valued at more than \$1.6 billion to a halt as early as July, 2000. Those rulings have effectively removed the authority of the EPA to provide flexibility on air quality conformity and to allow previously approved transportation projects to continue to receive federal funds.

The EPA may designate as many as 37 counties as non-attainment areas under new, revised ozone standards later this year. Included within these counties are the cities of Austin, Beaumont, Corpus Christi, Dallas, El Paso, Fort Worth, Galveston, Houston, Longview, Port Arthur, San Antonio and Tyler. Due to the recent court rulings, any transportation project that has not commenced at the time of a non-attainment designation could be considered non-conforming and halted. No federal funding could be secured until conformity is met. Further, design and right-of-way acquisition could not be authorized.

One way to keep these projects moving is codification of the EPA rule allowing previously approved projects to continue to completion. S 1053 and HR 1876 achieve this goal.

The Texas Clean Air Working Group is a public and private sector alliance with participation from organizations and elected officials from the state's federally designated non-

attainment and near non-attainment areas. Encompassing 37 counties, these areas represent 70% of the state's population, 76% of aggregate employment, 82% of personal income, and 83% of gross state product. We support your commitment to improve air quality and mobility. We are available to you as a resource any time we can be of service.

Sincerely,

---

George Beatty, Jr.  
President, Chamber of Commerce  
Greater Houston Partnership  
Co-Chairman, Texas Clean Air  
Working Group

---

Ron Harris  
County Judge  
Collin County  
Co-Chairman, Texas Clean Air  
Working Group



# Texas Clean Air Working Group

206 W. 13th. Street / Austin, TX 78701  
512/476-6174 fax: 512/476-5122

A project of the  
Texas Conference of Urban Counties

**Co-Chairs:**

Honorable Ron Harris,  
Collin County Judge  
Mr. George Beaty,  
Greater Houston Partnership

**Participating Entities:**

Alamo Area COG  
Bexar County  
Business Coalition for  
Clean Air  
City of Austin  
City of Dallas  
City of Fort Worth  
City of Houston  
City of San Antonio  
Clean Air Force of  
Central Texas  
Collin County  
Conference of  
Urban Counties  
Dallas County  
Dallas Regional  
Mobility Coalition  
Environmental  
Defense Fund  
Fort Worth COG  
Greater Corpus Christi  
Business Alliance  
Greater Dallas Chamber  
Greater Houston Partnership  
Greater San Antonio COG  
Harris County  
House Committee on  
Environmental Regulations  
Houston-Galveston  
Area Council  
Jefferson County  
North Central Texas COG  
North Texas Commission  
Office of Governor  
George W. Bush  
Office of House Speaker  
Pete Laney  
Office of Lieutenant  
Governor Rick Perry  
Office of State Representative  
Betty Brown  
Office of State Representative  
Ruben Hope  
Office of State Senator  
David Bensen  
Office of State Senator  
Jon Lindsay  
Office of State Senator  
Steve Ogden  
Office of State Senator  
Florence Shapiro

**DRAFT****RESOLUTION OF****LEGISLATIVE PRIORITIES****OF THE****TEXAS CLEAN AIR WORKING GROUP****FOR THE 77<sup>TH</sup> TEXAS LEGISLATURE**

**WHEREAS**, air quality impacts the public health as well as the economic health of our entire state; and

**WHEREAS**, attaining compliance with the Federal Clean Air Act is the most important, and difficult challenge facing Texas going into the regular session of the 77<sup>th</sup> Legislature; and

**WHEREAS**, given the integrated nature of the Texas economy, all parts of the state will benefit when air quality compliance is achieved, or would suffer if it is not; and

**WHEREAS**, a successful air quality compliance strategy can be accomplished through a cooperative approach in which all regions of the state – urban, suburban and rural – work together to protect their shared interest in having clean air and avoiding sanctions; and

**WHEREAS**, federally designated nonattainment areas and near-nonattainment areas of Texas include thirty-six counties, the cities of Arlington, Austin, Beaumont, Dallas, El Paso, Fort Worth, Galveston, Houston, Longview, Port Arthur, San Antonio and Tyler; and represent 70% of the state's population; and

**WHEREAS**, the Texas Clean Air Working Group is an alliance of cities, counties, business groups and environmental groups committed to serve as a

Senate Committee  
On Natural Resources  
Southeast Texas Regional  
Planning Commission  
Texas Sunset Commission  
Texas Department  
of Transportation  
Texas Natural Resource  
Conservation Commission  
Travis County  
U.S. Environmental  
Protection Agency  
West Houston Association

resource and as an advocate for prudent and effective state policies that will assist affected nonattainment and near-nonattainment communities; Now

**THEREFORE BE IT RESOLVED** by the Texas Clean Air Working Group, that the 77<sup>th</sup> Texas Legislature is hereby urged to adopt the following initiatives to preserve Texas air quality and promote economic prosperity:

1. First and foremost, maintain the integrity of the State Implementation Plan, with any legislative decisions to remove a SIP component accompanied by a new component that maintains a balanced SIP, while maintaining compliance with the Federal Clean Air Act;
2. Provide adequate funds to ensure clear authority and effective enforcement of the State Implementation Plan control measures, including funding for state-of-the-art air quality research modeling tools and monitoring equipment.
3. Establish an incentive program designed to reduce on and off-road mobile source emissions in the near term. Grants would be allocated, on a competitive basis, to cover the incremental cost of projects which achieve the most cost-effective emission reductions through vehicle retrofit, re-power or purchase.
4. Establish an alternative fuel vehicle incentive program designed to reduce mobile source emissions and provide opportunities for economic development while enhancing Texas' local energy independence. Elements of a successful incentive program would include grants and rebate programs, tax credits, tax exemptions and non-monetary incentives to encourage the use of low emitting, alternative fuel vehicles.
5. Provide near-nonattainment areas and nonattainment areas with a range of local option programs designed to reduce mobile source emissions through the implementation of 1) accelerated vehicle retirement programs, 2) low income vehicle repair assistance programs, and 3) vehicle inspection and maintenance programs.
6. Provide Texas consumers with direct financial incentives when purchasing certified low emitting vehicles by allowing for an exemption from the state motor vehicle sales tax.
7. Provide for a targeted public information campaign addressing public awareness of air quality issues, the benefits of compliance and the public's responsibilities relating to air quality.

**ADOPTED THIS 18<sup>TH</sup> DAY OF AUGUST 2000 BY THE TEXAS CLEAN AIR WORKING GROUP.**



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The Honorable Ron Harris,  
Collin County Judge,  
TCAWG Co-Chair



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Mr. George Beatty,  
President, Chamber of Commerce  
Division, Greater Houston  
Partnership,  
TCAWG Co-Chair



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FAX TRANSMITTAL SHEET

TO: Mike Murphy FROM: DAN S. Petty  
 COMPANY: Addison PAGES: 3 (Including cover sheet)  
 PHONE: 972-450-7000 DATE: 11/2  
 FAX: 972-450-2837 CC:

URGENT     FOR REVIEW     PLEASE COMMENT     PLEASE REPLY  
 FOR ACTION     PLEASE ACKNOWLEDGE

COMMENTS:

Mike  
Hope this helps  
Call or email  
me if you have  
additional questions  
Regards  
Dan



**RESOLUTION # \_\_\_\_\_**

**A RESOLUTION OF THE \_\_\_\_\_ SUPPORTING THE TEXAS CLEAN AIR WORKING GROUP (TCAWG) EFFORTS TO SEEK LEGISLATIVE SUPPORT IN REDUCING MOBILE SOURCE EMISSIONS, CREATING INCENTIVES FOR COMMERCIAL EMISSIONS REDUCTION, AND EFFECTIVE IMPLEMENTATION AND ENFORCEMENT OF THE STATE IMPLEMENTATION PLAN FOR THE NORTH TEXAS NONATTAINMENT AREA.**

**WHEREAS, air quality impacts the public health as well as the economic health of our entire region and state; and,**

**WHEREAS, the Texas Legislature has an important role to play assisting all areas of the State to attain and maintain compliance with federal air quality standards, while maintaining a strong economy; and,**

**WHEREAS, a successful air quality compliance strategy can be accomplished through a cooperative approach in which all regions of the State – urban, suburban and rural – recognize their roles and stakes in the process; and,**

**WHEREAS, the integrated nature of the Texas economy provides statewide benefits when air quality compliance is achieved,**

**NOW, THEREFORE, BE IT RESOLVED BY THE (City Council / Commissioners Court) OF \_\_\_\_\_, TEXAS, ON THIS THE \_\_\_\_ DAY OF \_\_\_\_\_, 2000, THAT:**

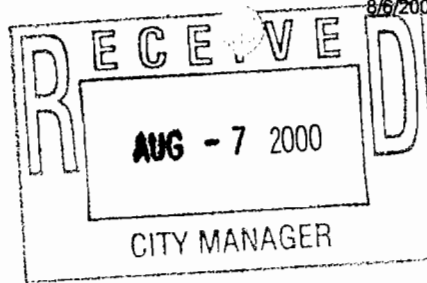
- 1) The \_\_\_\_\_ encourages efforts of the Texas Clean Air Working Group (TCAWG) to seek support and involvement of the 77<sup>th</sup> Texas Legislature for prudent and effective policies, strategies, and legislation, which will improve Texas air quality and meet the Federal Clean Air Act standards.**
- 2) The TCAWG Interim Legislative Policy Statement (Exhibit A) is hereby adopted to reflect support of three priority policy areas to:**
  - a) Develop an integrated strategy to reduce mobile source emissions**
  - b) Develop innovative financial incentives for commercial emissions reduction, and**
  - c) Support the effective implementation and enforcement of the State Implementation Plan**
- 3) Copies of this resolution should be communicated to members of the Texas Legislative Delegation, the Dallas Regional Mobility Coalition (DRMC), the Texas Clean Air Working Group and other appointed and elected officials for consideration during the 77<sup>th</sup> Legislature.**

**ATTEST:**

\_\_\_\_\_  
**(Authorized Elected Official)**

\_\_\_\_\_  
**(Appropriate Certification)**

# FAX



**To:** City Man Ron Whitehead

**Voice Phone Number:**

**From:** Ex.Dir. James McCarley

**Company:** Dallas Regional Mobility Coalit

**Fax Number:** 972 312 1645

**Voice Number:** 972-312-1644

*8-9-00  
Mike  
Agenda item  
R*

## MESSAGE

**TO:** DRMC Executive Committee  
DRMC City Managers

**SUBJECT:** Texas Clean Air Working Group - Resolution

At the August 4th DRMC Executive Committee meeting, several key issues were discussed regarding our area's State Implementation Plan (SIP) as filed by the TNRCC with the EPA. At least six lawsuits against the TNRCC are pending from various groups regarding the plan,

The TCAWG, co-charied by Collin County Judge Ron Harris, involves all the nonattainment areas in Texas, along with several other urban areas expected to be designated as nonattainment later this year under the new eight-hour standard. The TCAWG, through a Legislative Committee, is developing concepts for proposed legislative items to support several key policy issues during the 77th Legislative Session in Texas.

As a result of the discussion at the August 4th meeting, the DRMC Executive Committee requests each member city and county to consider adopting a position supporting efforts by the TCAWG. Legislatioin to help address emission reductions and incentives for the public/private sector to accelerate such efforts may be essential if the North Texas area SIP is to be accepted by the EPA.

A sample resolution is attached with an exhibit outlining the key policy areas to be addressed through the Legislature. Since the TCAWG is working to get some of these issues included in various House / Senate Inteim reports, action by your local governing body is solicited as soon as possible.

If your governing body does take action, please forward (fax 972-312-1645) a copy of any resolutions, etc., to DRMC. Copies will be provided to the TCAWG and appropriate Senate / House Committees.