

Central Texas Council of Governments Traffic Incident Management Training Program is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel and the traveling public, reduce secondary traffic crashes, improve the efficiency of the transportation system, and improve air quality in the Dallas-Fort Worth region. Non-recurring traffic incidents are responsible for about 50 percent of all congestion. Additionally, the secondary crashes caused by these incidents lead to fatalities. Equipment and technology that aid in quick incident clearance can both assist with keeping motorists and first responders safe on the roadway and assist in improved air quality for the region. The 2020 Incident Management Equipment Purchase CFP will be the second round of the CFP. An overview is provided in [Electronic Item 3.1](#).

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

3.2. **AirCheckTexas Funding**

Presenter: Chris Klaus, NCTCOG

Item Summary: Regional Transportation Council approval allowing Chair Andy Eads to submit follow-up communication to the Texas Commission on Environmental Quality (TCEQ) regarding locally generated funds from the AirCheckTexas Program will be requested.

Background: As follow up to recent correspondence from the TCEQ regarding locally generated interest and rebate funds, included in [Electronic Item 3.2.1](#), [Electronic Item 3.2.2](#) is a draft letter to the TCEQ. In order to continue reducing precursor emissions under weight-of-evidence in the State Implementation Plan, the letter requests TCEQ's continued review of all options allowing these AirCheckTexas funds to be utilized in counties where collected. The letter also requests the TCEQ actively pursue all dedicated air quality funds collected be appropriated for their intended purposes. [Electronic Item 3.2.3](#) provides additional details.

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

1:20 – 1:35

4. **Orientation to Agenda/Director of Transportation Report**

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

1. National Traffic Incident Response Awareness Week and Appreciation to Traffic Incident Management Instructors and Regional Roadside Assistance Patrol Program Staff
2. Recognition of Members Concluding Service on the Regional Transportation Council (RTC): Scott Mahaffey, Former Chair, Trinity Metro
3. RTC Member Representation at Events
 - Lee M. Kleinman, Omaha Metropolitan Area Planning Agency City of Dallas Trip
 - RTC Chair Andy Eads, Uber Groundbreaking
4. Naming of the Charles Emery Old Town Station
5. Tom Bamonte Appointed to the Governor's Texas Connected and Automated Vehicle Task Force
6. Recent Tornados in the Region
7. Senate Adopts Jones-McSally Amendment: Prevents \$1.2 Billion Cut of Public Transit
8. Request for Proposals: High-Speed Transportation Service Between Dallas and Fort Worth
9. Air Quality Funding Opportunities for Vehicles
(www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
10. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
11. Status Report on Ozone ([Electronic Item 4.1](#))
12. November Public Meeting Notice ([Electronic Item 4.2](#))
13. October Public Meeting Minutes ([Electronic Item 4.3](#))
14. Public Comments Report ([Electronic Item 4.4](#))
15. Recent Correspondence ([Electronic Item 4.5](#))
16. Recent News Articles ([Electronic Item 4.6](#))
17. Recent Press Releases ([Electronic Item 4.7](#))
18. Transportation Partners Progress Reports

1:35 – 1:45

5. **2019 Metropolitan Planning Organization Milestone Policy Update**

Action Possible Action Information Minutes: 10
Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will provide the Council with an update on the projects that are part of the Metropolitan Planning Organization (MPO) Milestone Policy list, request action on delayed project(s), and introduce the proposed next round of the Milestone Policy.

Background: In June 2015, the last MPO Milestone Policy was approved by the Regional Transportation Council (RTC). This policy affects projects that had been funded ten or more years ago but had not proceeded to construction. Projects were evaluated and in April 2016, the RTC approved the MPO Milestone Policy project list, which contained the recommendations for each project based on the information received from implementing agencies. The RTC also approved a policy to give agencies one additional fiscal year from their proposed start/let date to

proceed. If projects do not let by that deadline, funding is to be removed. Since that time, staff has coordinated with agencies regarding timely project implementation. Agencies were reminded a half dozen times to meet their deadlines. Staff is requesting the Council's approval of the staff and Surface Transportation Technical Committee recommended action for projects that did not meet the deadline as outlined in [Electronic Item 5.1](#). Details on the Milestone Policy can be found in [Electronic Item 5.2](#).

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

1:45 – 1:55

6. **Clean Fleets North Texas 2019 Funding Recommendations**

Action Possible Action Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will request approval of funding recommendations for applications received under the Clean Fleets North Texas 2019 Call for Projects (CFP).

Background: The North Central Texas Council of Governments (NCTCOG) opened the Clean Fleets North Texas 2019 CFP to award approximately \$2 million in grant funds for diesel vehicle or equipment replacement projects in North Central Texas. The application deadline was September 6, 2019. Staff has completed review and emissions quantification and developed recommendations regarding projects to be funded. This CFP is funded through the Environmental Protection Agency's National Clean Diesel Funding Assistance Program. This initiative is an extension of clean vehicle efforts listed as weight-of-evidence in the current State Implementation Plan. [Electronic Item 6.1](#) provides an overview of the call for projects. [Electronic Item 6.2](#) provides additional detail on recommended projects.

Performance Measure(s) Addressed:

- Safety
- Pavement and Bridge Condition
- Transit Asset
- System Performance/Freight/CMAQ

1:55 – 2:05

7. **Buy America Act Proposed Safety Equipment Exception**

Action Possible Action Information Minutes: 10

Presenter: Rebekah Hernandez, NCTCOG

Item Summary: Staff will present information on Buy America requirements and their effects on incident management equipment. Action will be requested on a proposed legislative change.

Background: The Buy America Act was originally established to ensure the use of domestic iron and steel for road and bridge projects but has resulted in possible unintended challenges for safety initiatives. Buy America requirements are restricting the purchase of vital safety equipment, like cameras, that are made up of complex components from all over the world. Staff

proposes to request a legislative change through a letter to the Congressional Delegation, included as [Electronic Item 7](#), creating an exception for traffic incident management equipment.

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

2:05 – 2:15

8. **Partnership with Dallas Fort Worth International Airport to Enable Electric Bus Purchase**

Action Possible Action Information Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will request approval of a funding partnership with the Dallas Fort Worth International Airport to support electric bus purchases.

Background: As the number of daily flights have continued to grow at Dallas Fort Worth International Airport, the airport has identified a need for additional airside buses to shuttle passengers from the ramp to the terminal. The buses needed are available in a zero-emission electric platform, but costs to purchase the electric version of the buses are substantially higher than purchasing diesel airside buses. Because of the regional significance of purchasing electric buses, North Central Texas Council of Governments staff proposes to provide up to \$3.5 million through a strategic funding partnership to assist the airport in purchasing electric rather than diesel buses. Specific funding details will be determined once agreement on the budget estimate is settled. This initiative supports efforts to attain the federal ozone standard. [Electronic Item 8.1](#) is recent support correspondence to the airport. Additional details are available in [Electronic Item 8.2](#).

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

2:15 – 2:25

9. **High-Occupancy Vehicle Transportation Control Measures: Application of Managed Lanes and Substitution of Traffic Signal Progression**

Action Possible Action Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide information on tolled managed lanes and transportation control measure (TCM) traffic signalization project substitutions for high-occupancy vehicle (HOV) projects.

Background: HOVs are currently listed in the State Implementation Plan (SIP) as TCMs. Over time, increased congestion in these corridors has resulted from increased population and vehicle miles traveled. As a result, tolled managed lanes with HOV discounts are being built, providing congestion relief and associated air quality benefits. Removal of TCMs from the SIP

requires a substitution process ensuring emissions benefits are equivalent. Traffic signal improvements, such as signal retiming and signal coordination, can enhance traffic flow and help decrease vehicular emissions. The North Central Texas Council of Governments has identified several corridors in the nonattainment area where recent traffic signal improvements were completed. Additional information is provided in [Electronic Item 9](#).

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

2:25 – 2:35 10.

Follow Up to Regional Transportation Council Workshop

- Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide an overview of the Regional Transportation Council (RTC) Workshop held prior to the meeting.

Background: Prior to the meeting, RTC members met to discuss local option, transit, the hyperloop certification center Request for Proposals, and the proposed path forward with the Texas Department of Transportation.

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

2:35 – 2:45 11.

Hyperloop Certification Center Initiative and Reaffirmation of High-Speed Rail from Dallas to Houston

- Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will provide a status report on how the Dallas-Fort Worth region will respond to the Virgin Hyperloop One Request for Proposals and also provide more information on the hyperloop certification center project. Approval will be sought to respond to the initial phase. To reduce possible confusion, the Regional Transportation Council will be asked to reaffirm support for the Texas Central Partners initiative between Dallas and Houston.

Background: Virgin Hyperloop One released a Request for Proposals for a hyperloop certification center on November 4, 2019. Staff will engage the Dallas Regional Chamber to address non-certification requirements and the Regional Transportation Council will retain the presentation of potential certification track locations. [Reference Item 11](#) contains a resolution supporting high-speed rail and a possible partnership with Virgin Hyperloop One.

Performance Measure(s) Addressed:

- Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

2:45 – 2:55

12. **Top Five Regional Transportation Council Policy Initiatives for 2020**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will present the proposed top five policy initiatives for 2020.

Background: The proposed top five policy initiatives for 2020 include, but are not limited to:

- Importance of partnership between local, State, and federal elected officials
- Review of revised institutional structures is business as usual
- Review of Metropolitan Planning Organization: communication, delegation, and implementation
- Taking advantage of Texas interim legislative charges and new federal legislation
- Connecting the Dallas-Fort Worth region with the rest of the mega-State

Performance Measure(s) Addressed:

Safety Pavement and Bridge Condition
 Transit Asset System Performance/Freight/CMAQ

13. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 13.1](#))
- STTC Attendance and Minutes ([Electronic Item 13.2.](#))
- Local Motion ([Electronic Item 13.3](#))

14. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.

15. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.

16. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, December 12, 2019**, at the North Central Texas Council of Governments.

REGIONAL TRANSPORTATION COUNCIL
October 10, 2019

The Regional Transportation Council (RTC) met on Thursday, October 10, 2019, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments. The following members or representatives were present: Richard Aubin, Mohamed Bur, Loyl C. Bussell, Dianne Costa, Theresa Daniel, Pat Deen, Rudy Durham, Andy Eads, Jon Michael Franks (representing Trinity Metro), George Fuller, Kayci Prince (representing Rick Grady), Lane Grayson, Ivan Hughes, Clay Lewis Jenkins, Jungus Jordan, Mike Leyman, Jennifer S. Gates (representing B. Adam McGough), Cary Moon, Greg Noschese (representing Stan Pickett), John Ryan, Tammy Dana-Bashian (representing Stephen Terrell), Jeremy Tompkins, William Tsao, Paul N. Wageman, Duncan Webb, Devan Allen (representing B. Glen Whitley), and W. Jeff Williams.

Others present at the meeting were: Angela Alcedo, Vickie Alexander, Majed Al-Ghafry, Nicholas Allen, Melissa Baker, Arturo Ballesteros, Tom Bamonte, Berrien Barks, Carli Baylor, Natalie Bettger, Alberta Blair, David Boski, Charles Brewer, Tanya Brooks, Bob Brown, Jason Brown, Jesse Brown, Pamela Burns, David Cain, Marrk Callier, Kristen Camareno, Drew Campbell, Molly Carroll, Angie Carson, Lori Clark, Nancy Cline, Fred Crosley, Mike Curtis, Clarence Daugherty, Inga Dedow, Brian Dell, Sam Dennehy, Edie Diaz, Chad Edwards, Sal Espino, Staron Faucher, Brian Flood, Ann Foss, Mike Galizio, Ricardo Gonzalez, Christie Gotti, Philip Hiatt Haigh, Phillip Hanley, Jena Hanson, Allen Harts, Tony Hartzel, Victor Henderson, Rebekah Hernandez, Mark Hilderbrand, Robert Hinkle, Kristina Holcomb, Terry Hughes, Ashley Isaacson, Breanne Jackson, Amy Johnson, Shannon Joski, Pete Kamp, Travis Kelly, Dan Kessler, Gus Khahkarli, Ken Kirkpatrick, Andy Kissig, Chris Klaus, Audrey Koefner, Tom Krampitz, Dan Lamers, Sonya Landrum, Tom Le Beau, April Leger, Eron Linn, Ramiro Lopez, Rich Matyiku, Wes McClure, Steve McCullough, Mickey McGuire, Collette McNamee, Keith Melton, Mindy Mize, Erin Moore, Michael Morris, Elizabeth Mow, Jeff Neal, Mark Nelson, Vanna Ngo, Paul Paine, James C. Paris, John Polster, James Powell, Vercie Pruitt-Jenkins, Lakesha Raynor, Chris Reed, Molly Rendon, Mark Rhea, Kyle Roy, Greg Royster, Shawna Russell, Moosa Saghian, Steve Salin, Josh Shane, Lori Shelton, Walter Shumac, Samuel Simmons, Randy Skinner, Shannon Stevenson, Dean Stuller, Vic Suhm, Gary Thomas, Caleb Thornhill, Christopher T. Tolar, Lauren Trimble, Paulette Vanderkamp, Mitzi Ward, Karla Weaver, Chad West, Brendon Wheeler, Douglas Wiersig, Amanda Wilson, Brian Wilson, Robert Woodbury, Ed Wueste, and Phil Yerby.

1. **Opportunity for the Public to Speak on Today's Agenda: Consistent with HB 2840:** This item allows members of the public an opportunity to give input on agenda items. Speaker Request Cards were made available, and those interested in providing public input were asked to complete a card and provide to staff. Regional Transportation Council Chair Andy Eads asked if there were any public comments. No members of the public chose to speak at the meeting or provide written comments to staff.
2. **Approval of the September 12, 2019, Minutes:** The minutes of the September 12, 2019, meeting were approved as submitted in Reference Item 2. Cary Moon (M); Theresa Daniel (S). The motion passed unanimously.
3. **Consent Agenda:** The following item was removed from the Consent Agenda and presented by staff.
 - 3.1. **Transportation Improvement Program Modifications:** Ken Bunkley highlighted Reference Item 3.1.1, distributed at the meeting, that replaces page 20 of Electronic Item 3.1. He noted that funding shares have been updated for the City of Garland

project in order to represent the 20 percent local match as regional, Regional Toll Revenue funds. He added that the total project amount remained unchanged. Approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) provided in Electronic Item 3.1 and the update to page 20 distributed in Reference Item 3.1.1 was requested. Action also included approval for staff to amend the Unified Planning Work Program and other planning/administrative documents with TIP-related changes.

A motion was made to approve Item 3.1 as presented. Richard Aubin (M); Ivan Hughes (S). The motion passed unanimously.

The following item was included on the Consent Agenda.

3.2. FY2020 and FY2021 Unified Planning Work Program Modifications: Regional Transportation Council approval of modifications to the FY2020 and FY2021 Unified Planning Work Program was requested. Action also included direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. The proposed amendments were provided in Electronic Item 3.2.1 and additional information was provided in Electronic Item 3.2.2.

A motion was made to approve Item 3.2 on the Consent Agenda. John Ryan (M); Theresa Daniel (S). The motion passed unanimously.

4. **Orientation to the Agenda/Director of Transportation Report:** Michael Morris thanked Ann Zadeh for representing the Regional Transportation Council (RTC) at the recent launch of electric bus service in Fort Worth. In addition, he thanked the City of Irving for hosting the September 12, 2019, RTC meeting as part of the Irving Transportation Investment Summit. Mr. Morris also discussed an upcoming workshop approved by RTC Chair Andy Eads. The workshop, scheduled for 11:00 am on November 14, 2019, will include discussion of new direction on local option and transit. In addition, the path forward to begin conversations with the Texas Department of Transportation Headquarters on advancing tolled managed lanes in the region will be discussed. Mr. Morris also noted that November 10-16 is National Traffic Incident Response Awareness Week. The North Central Texas Council of Governments (NCTCOG) will recognize Traffic Incident Management instructors and regional Roadside Assistance Patrol Program staff by hosting a luncheon on November 14. Roadside Assistance Patrol vehicles will also be on display beginning at 11:45 am. Mr. Morris discussed ongoing conversations regarding design conflicts on IH 345 and the Dallas Area Rapid Transit D2 line. Related correspondence was distributed at the meeting in Reference Item 4.12. The 2018 Safety Performance Report was provided in Electronic Item 4.1, and information on the November 7 Traffic Incident Management Executive Level Course was provided in Electronic Item 4.2. Information on current air quality funding opportunities for vehicles was provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle and upcoming Dallas-Fort Worth Clean Cities events were provided at www.dfwcleancities.org/dfw-clean-cities-meetings. Electronic Item 4.3 contained a status report on the current ozone season. In addition, the Environmental Protection Agency recently recognized NCTCOG for its continued efforts to promote the SmartWay Transport Program. Details were provided at www.nctcog.org/smartway. An east/west equity update was provided in Electronic Item 4.4 and a 511DFW fact sheet was provided in Electronic Item 4.5. Electronic Item 4.6 included information regarding the October 14 public meeting. September online input opportunity minutes were provided in Electronic Item 4.7 and the Public Comments Report was provided in Electronic Item 4.8. Recent

correspondence was provided in Electronic Item 4.9, recent news articles in Electronic Item 4.10, and recent press releases in Electronic Item 4.11. Transportation partner progress reports were distributed at the meeting.

5. **Next Steps with the Texas Department of Transportation:** Michael Morris presented proposed next steps to reengage the Texas Department of Transportation (TxDOT) and the Texas Transportation Commission (TTC) on innovative transportation funding policies. He highlighted the efforts over the last 15-20 years to advance mobility in the region. Elements that have been included in the past and proposed for the future include: local option, a level playing field for local entities within public transportation service areas and local governments that do not pay for transit, the history and effectiveness of TxDOT funding tools, partnerships with Class 1 railroads, seamless rail and potential regional passenger rail, the institutional structure of hyperloop for movement of people and goods, tolled managed lanes, and guaranteed transit within tolled managed lanes. He noted that the success of transportation partnerships and innovative funding in the region have resulted in congestion that has remained relatively constant over the past ten years despite significant growth in the region. Next steps with TxDOT will focus on four areas and will begin with partnership. He discussed the responsibility of the Metropolitan Planning Organization (MPO) regarding planning and the responsibility of the Texas Transportation Commission, each of which have "veto" authority regarding project selection and must give approval for projects to move forward to implementation. The Regional Transportation Council (RTC) can block projects the State selects for funding by not including the projects in the Mobility Plan, Transportation Improvement Program, Congestion Management Process, and/or Air Quality Conformity. In addition, under federal rule, half of the project selection authority rests with the Governor and half with local elected officials in the region creating a relationship between the region and its state agency on how best to proceed with transportation projects. The second focus of the discussion is innovative funding. In the past, revenue has been available through local contributions, North Texas Tollway Authority (NTTA) loans, Transportation Infrastructure Finance and Innovation Act (TIFIA) or other loan funding available through private entities or the State Comptroller, public-private partnerships, Regional Toll Revenue funds, NTTA toll roads, tolled managed lanes, and TxDOT loans. Mr. Morris noted the importance of focusing on the following tools in the discussion with TxDOT: the environmental clearance of tolled managed lanes, borrowing money to get projects to construction faster, the need for a public-private partnership on IH 35 in Austin, and tolled managed lanes in the region. Statewide formula allocation is the third focus for discussion with TxDOT. He explained the historical partnership with TxDOT and the decision for statewide formula allocations. The various innovative funding tools utilized by the region where highlighted, and he noted that formula allocation was promised for continued fair allocation to the region even though the region has utilized other innovative options to advance transportation. The historical formula allocation has been documented through minutes of the TTC meetings, correspondence from Senator Nichols, Regional Toll Revenue agreements, and legislation. In addition, statewide funding allocation remains important as the size of the Category 12 Commission Strategic funds grow over time. He noted that staff will be reviewing the past few Unified Transportation Programs to ensure that the formula allocations have been followed and will continue to address the TIFIA loan on Midtown Express that has been approved, but not yet placed on SH 183. If conversations with TxDOT occur, staff believes the Governor should receive credit for all projects, not just projects funded through the Clear Lanes initiative. If a path forward can be determined for tolled managed lanes, the Governor should also receive credit for this innovative funding tool. Mr. Morris highlighted proposed good government principles that outline the conditions under which tolled managed lanes could be built. MPOs will work with toll road entities to update the toll road system, must demonstrate that Proposition 1 and 7 revenues do not

meet transportation needs, and must have representation that is a minimum of 75 percent elected officials. In addition, MPOs must have a second vote of elected officials for consideration of a tolled project and it must be approved with a 66 percent super majority roll call vote. The MPO must also have a policy that restricts tolled managed lanes to a minority of its planning area and to reduce tolls in non-congested times once bonds, operations, maintenance, and rehabilitation funds are established. As a result of these MPO good government principles, tolled managed lane financial tools would be reestablished. He noted that this position is no different than the leadership position taken by the MPO in the past to build transportation projects despite the lack of revenue. Lastly, policy implications were presented. These policies permit the region to advance environmental clearance on tolled managed lanes that been placed on hold, the US 75 Technology Lane, as well as new tolled managed lanes. He added that policy implications would not change the priority of Collin County projects such as US 380, North/South Roadways, and the location of the regional loop. All would proceed as currently planned. In addition, conversations will be necessary with NTTA about the future of toll roads. Mr. Morris discussed the past decision by the region against creation of a Regional Mobility Authority (RMA) and noted that staff does not believe that an RMA is necessary and is not the correct method to address policy issues. However, he noted this may be included as part of future discussions if it is the only way to proceed with tolled projects in the region. RTC Chair Andy Eads asked Mr. Morris to explain the meaning of an RMA for new members and those viewing the meeting. Mr. Morris noted that an RMA is a political subdivision formed by one or more counties to implement tolled transportation projects. An RMA often must obtain seed money from the State to jumpstart a project and the revenue from the project would sustain the entity. He added that there are several across the state, but that the region never opted for an RMA because the MPO played the role of the policy maker and TxDOT was the construction agent for projects. An RMA would have its own staff of engineers and consultants and procure projects to be built through agreements with TxDOT. Mr. Morris noted that elements of the proposed conversation with TxDOT will be discussed in more detail at a work session scheduled on November 14, 2019. In addition, he noted that members would be provided a copy of the presentation in advance of the work session.

6. **Regional 10-Year Plan Commitments:** Christie Gotti provided an update on the status of funding commitments for several projects in the Regional 10-Year Plan. Action at the September 12, 2019, meeting on the Regional 10-Year Plan project listing included approval of the temporary removal of funding from several projects and funding swaps between Category 12 and Category 2 funds for other projects. These changes were made to leverage additional Category 12 funds from the Texas Transportation Commission (TTC). Staff has reviewed the full project list and project changes have been separated into categories. These include projects staff anticipates will be refunded in a future Regional 10-Year Plan update, projects that remain unfunded, projects for which staff will continue to request TTC concurrence, and one project for which a conversation with the Texas Department of Transportation (TxDOT) is needed. Projects proposed to be refunded in a future Regional 10-Year Plan were highlighted. In Collin County, staff proposed that the swap of Category 12 funds for Category 2 funds on North/South Roadways be reversed. Category 12 funding was proposed to be requested in the future for IH 35E from IH 30 to SH 183 (Lower and Lowest Stemmons) and IH 30 at Loop 12 in Dallas County. Also, staff proposed Category 2 funds to be added for the tolled components and Category 12 funds to be requested for the non-tolled components of IH 30 from IH 45 to Bass Pro. In Denton County, \$50 million in Category 2 funds were removed from the Greenbelt/Regional Outer Loop at FM 428 to leverage the funds elsewhere, and staff proposed to replace the Category 2 funds. For IH 30 at Monty Stratton in Hunt County, staff will continue to request Category 12 funds in the future. In Tarrant County, staff proposed to place Category 2 funds

back on two sections of IH 30 in the future, one from IH 820 to Summit Avenue and one from US 287 to Cooper Street. Regional Transportation Council (RTC) Secretary Theresa Daniel asked the proposed timeframe to refund projects. Staff noted that the goal is to begin conversations with the TTC now to hopefully have a resolution of the process by the end of the year. Once the results of the conversation with TxDOT Headquarters are known, staff will work early next year to backfill funding on the projects before development and approval of the next Unified Transportation Program (UTP) by the TTC in August 2020. Ms. Gotti also highlighted projects proposed to remain unfunded and noted that these projects fall into two subcategories. The first category includes projects proposed to remain unfunded. For IH 35E in Dallas County from 67 to Laureland, insufficient funding was available for the project, so funding was removed and used elsewhere. Similarly, \$42 million was available for five interchanges on IH 35E in Ellis County. One of the locations was funded with the \$42 million and staff proposed to leave the remaining interchanges unfunded. The second category includes two projects for which funding had been identified for Phase 2 of the projects: SH 183 (Midtown Express) in Dallas County and IH 35E in Denton County. For both projects, funds previously identified in the Regional 10-Year Plan were placed on specific projects, so staff proposed to leave those projects as currently listed. Next, Ms. Gotti discussed projects that have funding identified, but have not yet been included in the UTP. These include the North/South Roadways and US 380 in Collin County. Since the projects are placeholders and do not have control-section-job (CSJ) numbers, there is no current process to include them in the UTP. She noted that staff will continue to work with the communities over the next year to come to consensus on the specific projects and are also working with TxDOT on a process to reflect commitments in the UTP even if a specific improvement has not yet been identified. In Hunt County, several projects were previously identified with Category 2 funds that were removed in order to use Category 12 funds on the projects. The TTC did not select the projects for Category 12 funding. Staff proposed that the funds for the projects be reverted to Category 2 and staff will continue to seek TTC concurrence on the projects. These include FM 1570 from IH 30 to SH 66, FM 2642 from FM 25 to SH 66, IH 30 at FM 1902, and SH 24/SH 11 from Culver Street to Live Oak and SH 11 from SH 24 to Monroe Street. In addition, staff will continue to request TTC concurrence for SH 183 at Pumphrey in Tarrant County which is a new project that was not included in the UTP. The final category discussed was a project for which staff will request that TxDOT take the lead regarding how to fund the Hood County project. US 377 in Granbury had been listed in the UTP with Category 2 funds but had never been listed in the region's 10-Year Plan. TxDOT removed the project because it was not in the region's list. However, this project received 200-300 public comments. Staff will work with TxDOT to determine potential funding for this project. Ms. Gotti noted that staff will continue to engage TxDOT as mentioned in Agenda Item 5 and begin to identify funding for the next iteration of the 10-Year Plan. She noted that staff must first receive target allocations from TxDOT for the next round of funding. Once received, staff will coordinate with TxDOT on the next round of candidate projects and review internally the next subset of projects in the first 10-year increment of the Mobility Plan. Additional details were provided in Electronic Item 6.

7. **High-Speed Rail Work Plan: Dallas/Arlington/Fort Worth:** Michael Morris presented a draft work plan for advancing high-speed rail technology between Dallas, Arlington, and Fort Worth. Efforts to date were highlighted and include a Request for Information to the high-speed rail industry asking about best practices and interest in implementing a high-speed rail project between Dallas and Fort Worth, as well as a review of alignments and stations studies. In addition, \$5 million in funding was approved to procure consultant assistance for environmental clearance of the corridor between Dallas, Arlington, and Fort Worth. He noted that approximately \$900 million from a California high-speed rail project has been unutilized and that there may be an opportunity to request a portion of the

funding for high-speed rail in the region or in the proposed corridor to Laredo. Also discussed was the North Central Texas Council of Governments staff and Regional Transportation Council member site visits to see the hyperloop technology. Final efforts to date include agreements with the Federal Transit Administration and the Federal Railroad Administration that will be the federal agencies overseeing the study. Mr. Morris also highlighted alignment studies that include high-speed rail and hyperloop technology. Currently, staff is working on a public and agency engagement plan, preparing for travel demand forecasting, and developing the draft purpose and need. In addition, efforts are underway to rebrand the project. Data collection efforts have also begun, as well as development of a detailed work plan. The scope of work includes two phases: Phase 1 will include public involvement and alternative analysis for both alignment and technologies and Phase 2 will be a traditional preliminary engineering and environmental documentation that must be completed within a two-year timeframe. Mr. Morris noted that the North Central Texas Council of Governments is expected to release the Request for Proposals for consultant assistance on October 18 and that a pre-proposal conference is scheduled for November 1, 2019. Additional information was provided in Electronic Item 7.

8. **Hyperloop Certification Facility:** Michael Morris provided an update on efforts related to the anticipated Request for Proposals for a hyperloop certification facility. Virgin Hyperloop One has indicated that it plans to release a Request for Proposals for a certification facility in the United States to test its hyperloop technology and has also recently informed the Texas Governor of its interest to construct the facility in the State of Texas. Potential north/south facilities that could be used as a certification track include the area from Arlington/Grand Prairie to the Dallas-Fort Worth International Airport and the former Naval Air Station location between Dallas and Fort Worth. Entities interested in proposing a certification facility within their jurisdiction were asked to contact Angela Alcedo and provide an approximate alignment on a map, identify a preferred cross section, right-of-way status for the proposed corridor, and willingness to provide a funding commitment. The responses will help staff prepare for the upcoming Request for Proposals and are due by 5:00 pm on November 22. Members were asked to consider the phases and timing on the specification table presented which describes the phases of the eventual 8-9 mile certification track and the two proposed cross sections for the technology. Option 1 will contain hyperloop only. Option 2 will include hyperloop on the outside and next generation people mover or autonomous transit vehicle technology in the center. The Dallas Regional Chamber has been engaged to address non-certification requirements and the Regional Transportation Council will retain presentation of potential certification track alignments. Mr. Morris noted that the North Central Texas Council of Governments will send letters to entities, including the details of the requested information, for them to determine their interest in submitting potential certification track locations.
9. **Volkswagen Settlement Update and New Call for Projects:** Lori Clark provided an update regarding available funding from the Volkswagen settlement. As a reminder, Volkswagen installed emissions defeat devices on its light-duty diesel vehicles and following resulting lawsuits, approximately \$209 million was allocated to the State of Texas as part of the Volkswagen settlement. An overview of the trust and a status of the funding rounds was provided in Electronic Item 9. Funds are managed by the Texas Commission on Environmental Quality (TCEQ). Of the total, approximately \$169 million was made available for mitigation actions such as replacing or repowering older heavy-duty diesel items with newer, lower emission items. To date, the TCEQ has allocated approximately 35 percent for school, transit, and shuttle buses. Although the funding opportunity remains open, she noted that all available funding has been requested in the Dallas-Fort Worth region. Approximately 25 percent has been set aside for refuse haulers and the funding opportunity for those

projects opened October 8, 2019. Approximately \$8 million is available in the Dallas-Fort Worth region on a first-come, first-served basis. Government agencies can qualify for up to 80 percent of the project cost. This leaves approximately 50 percent of the funding for the remaining category which includes local freight and port drayage trucks, air ground support equipment, and forklifts or port cargo-handling equipment. Ms. Clark noted that funding for the school bus projects went quickly and provided a comparison of the available funds allocated to various regions versus the funding that was requested. Of all eligible areas, more money was requested than allocated except for the El Paso area. She noted that staff will monitor the bus and refuse hauler funding to see if there is a similar pattern. Staff may suggest that the Regional Transportation Council (RTC) go on record with the TCEQ to request that it consider reallocation of the some of the funding that has not been utilized in other areas. RTC Secretary Theresa Daniel asked if staff believed there was a possibility that funding could be reallocated. Ms. Clark noted that although the possibility is low, the TCEQ has reserved the right to reallocate funds. If there is compelling evidence, she noted that it may be worth requesting the TCEQ's review. In addition, Ms. Clark noted that the North Central Texas Council of Governments was notified earlier in that the day that the Federal Highway Administration has accepted its request for funding to develop a zero-emission vehicle corridor plan for IH 45 connecting the Dallas-Fort Worth region to Houston.

10. **Transportation 101:** Regional Transportation Council (RTC) Chair Andy Eads introduced an item initiated at his request to develop a public education tool kit for policy makers to communicate the planning process and funding efforts for improving transportation in the region. He thanked RTC staff for its communication and outreach efforts and noted the importance of not only receiving public comments but communicating to the public the accomplishments of the region and transportation efforts on the horizon.

Amanda Wilson noted that staff has begun initial work to create a communication toolbox that could be used by the RTC, as well as others, to explain and increase awareness of the transportation planning process in an easy to understand and enjoyable format. Resources will include items such as PowerPoints, videos, scripts, printed materials, and other items RTC members may suggest. Ms Wilson highlighted examples of existing resources and noted that staff would provide this information to members by email as a refresher or for newer members. The TEXpress Lanes campaign was first developed at the request of former Chair Mark Riley and includes a website with materials available for download such as a PowerPoint presentation with script, a pocket card, white paper, testimonial and scripted videos, and a myths and facts question/answer document. Also available is Funding 101, originally requested by Senator Nichols. This effort was revamped last fall for workshops with legislators and includes a comprehensive presentation of the background of how transportation projects are funded, why there is a transportation funding program, and potential solutions. Since the presentation is technical, staff is currently developing a webpage that tells the story of transportation funding in a more public-friendly way. In addition, Ms. Wilson highlighted staff efforts to develop an enhanced community engagement program as part of the Public Participation Plan. The effort will seek public feedback earlier in the process and on specific topics rather than waiting until public comment is sought prior to RTC action. Material that will be used will also be added to the tool kit and is the essence of what has been requested by RTC Chair Eads. Resources will include an education component about the transportation planning process, interactive activities, and listening sessions. Staff will work with community organizations, non-profits, neighborhoods, business organizations and others to focus on groups that have not traditionally been involved in the planning process. Resources will be available in English and Spanish. Members were asked to provide comments, questions, and/or suggestions to staff regarding the proposed toolbox. RTC Chair Eads suggested that short, concise videos

to share information through social media would be useful. Devan Allen suggested infographics would also be helpful.

11. **AirCheckTexas Funding:** Chris Klaus highlighted a recommendation for further communication with the Texas Commission on Environmental Quality (TCEQ) regarding locally generated funds from the AirCheckTexas Program. Correspondence, approved by the Regional Transportation Council (RTC), was sent to the TCEQ requesting that the \$3.8 million in funds generated from a partnership with credit card vendors that allowed monetary rebates from repair and replacement transactions and interest earned from holding program funds in interest-bearing accounts be retained in the region. TCEQ's response, provided in Electronic Item 11.1, noted that funds generated through use of grant funding are treated as grant funds and will be returned into Clean Air Account 151. The Surface Transportation Technical Committee (STTC) requested at its August 23, 2019, meeting that staff continue the dialog with the TCEQ for retention of the funds. He noted that Electronic Item 11.2 is a draft letter to the TCEQ requesting its continued review of all options to retain funding in North Texas to be utilized in the counties in which it was collected. The \$3.8 million would be in addition to the approximately \$140 million in Clean Air Account 151 that exists due to a lack of appropriations, as well as Texas Emissions Reduction Plan funds of almost \$2 billion collected across the state from the sale and operation of diesel vehicles for diesel-type assistance that have not been fully appropriated. He reminded members that program efforts are needed since the region has not attained air quality standards. In addition, emissions reduction program strategies are included under the Weight-of-Evidence process in the State Implementation Plan. Members were asked to provide comments to staff. The letter will be included in the November 14, 2019, agenda for consideration by the Regional Transportation Council. Additional information was provided in Electronic Item 11.3.
12. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 12.1 and the current Local Motion was provided in Electronic Item 12.2.
13. **Other Business (Old or New):** Devan Allen noted that last month the Southeast Tarrant Transportation Partnership hosted its annual breakfast during which it recognized Michael Morris with the Senator Chris Harris Heavy Hitter Award for his transportation efforts throughout the metroplex. In addition, Regional Transportation Council (RTC) Chair Andy Eads noted that Vic Suhm has left the Tarrant Regional Transportation Coalition and on behalf of the RTC expressed appreciation for his years of transportation advocacy in the western side of the region.
14. **Future Agenda Items:** There was no discussion on this item.
15. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for 1:00 pm, Thursday, November 14, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 2:25 pm.



NCTCOG INCIDENT MANAGEMENT 2020 EQUIPMENT PURCHASE CALL FOR PROJECTS

Regional Transportation Council



Sonya Landrum
North Central Texas Council of Governments
November 14, 2019



North Central Texas
Council of Governments





NCTCOG Incident Management Equipment Purchase Background

2014 - Initial Round of Incident Management (IM) Equipment Purchase Call for Projects (CFP)

- Purpose: Assist Partner Agencies in Purchasing Equipment and Technology that Aid in Quick Incident Clearance and Mitigation
- Supports Current Incident Management Training Recommendation to Use Best Practice Equipment and Technology
- Emphasizes Importance of Implementing Incident Management Strategies and Training



2020 – Second Round of IM Equipment Purchase CFP

- **\$1.5 Million Available**
- Funding Split:
 - 66% Eastern Sub-Region = \$990,000
 - 34% Western Sub-Region = \$510,000
 - *Local Match – TDCs*
- FHWA Buy America Compliance Requirements for Equipment Made with Steel or Iron - 100% of Steel or Iron Should be Made in America
- Where Appropriate, NCTCOG Proposes to Lead Procurement Activities in an Effort to Eliminate Risk of Buy America Non-Compliance

Previous Actions

- STTC and RTC Previously Approved CFP in September and October 2018
- Delay Due to Time to Execute all FY2019 Agreements



Proposed Eligible Recipients and Activities

Eligible Recipients

- Public Sector Partner Agencies within the NCTCOG 10-County Nonattainment Area Actively Involved in Incident Management
 - Police, Fire/EMS, Courtesy Patrol, Transit, Etc.
- Completion of Sub-recipient Risk Assessment

Eligible Activities

- Purchase of Equipment and Technology Used in Mitigating Crashes
 - Examples include: traffic barriers, cones, flares, protective clothing, signs, cameras, lighting, crash reconstruction technology, etc.

Possible Pilot Project

- NCTCOG May Consider Requests to Purchase Equipment Used to Provide Blockage During Incident Response (e.g. Crash Barriers, Attenuators, etc.)
 - Special Pilot Project Would be Funded Using a Different Funding Category

Ineligible Activities/Purchases

- Personnel and Staffing Charges
- Vehicle Purchases (Due to Lack of FHWA Buy America Exemptions for Vehicles)

Proposed Scoring Criteria



Scoring Component	Available Points
TIM Training Attendance - NCTCOG or In-house <i>(Since August 2013)</i>	15
Crash Data in Jurisdiction	10
Adoption of Incident Management Resolution	10
Incident Management Goals/Targets in Place	5
Completion of Incident Management Commitment Level Survey	5
Adoption/Implementation of Regional Performance Measure Standard Definitions	5
Explanation of How Equipment will be Used to Mitigate Crashes	50
Total Score	100

Proposed Schedule

DATE	ACTION
September 2018	STTC (Action Item) – Request Approval to Conduct CFP
October 2018	RTC (Action Item) – Request Approval to Conduct CFP
October 2019	TIM Funding Agreement Approved
October 2019	STTC (Action Item) – Request Approval to Conduct CFP
November 2019	RTC (Action Item) – Request Approval to Conduct CFP
December 2019	Open Call for Projects (45 or 60 days)
January 2020	Close Call for Projects
Feb. 2020 – March 2020	Evaluate Submitted Projects
March/April 2020	RSAC and Public Meeting (Info) – Present Proposed Selected Projects
April 2020	STTC (Action) – Approval of Selected Projects
May 2020	RTC (Action) – Approval of Selected Projects
June 2020	Executive Board Meeting





Requested Action

**Recommend Approval to Open the
2020 Incident Management Equipment Purchase
Call for Projects**



Contact Information

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Transportation Planner**

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**Sonya Jackson Landrum
Program Manager**

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**Natalie Bettger
Senior Program Manager**

(817) 695-9280

nbettger@nctcog.org



Jon Niermann, *Chairman*
 Emily Lindley, *Commissioner*
 Toby Baker, *Executive Director*

TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

August 14, 2019

The Honorable Andy Eads, Chair
 Regional Transportation Council
 County Judge, Denton County
 P.O. Box 5888
 Arlington, Texas 76005-5888

Subject: Interest and Rebates from Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP): Retention of Local Funds

Dear Judge Eads:

Thank you for your letter dated July 11, 2019 requesting that the interest and rebates collected as a part of LIRAP remain for use by the North Central Texas Council of Governments (NCTCOG) or in the alternative that these funds be retained in Clean Air Account 151 for future Appropriations. As you noted in your letter, as of June 28, 2019 the AirCheck Texas program has ended and the contracts between TCEQ and participating counties have expired. However, according to item 18 under the Special Terms and Conditions of the intergovernmental contracts between the TCEQ and the participating counties, funds generated through the use of grant funding, including rebates and interest, are considered program income and treated as grant funds. Grant funding is only available while the contracts are in place between the TCEQ and the participating counties. Unexpended grant funding returned to the TCEQ goes back into Clear Air Account 151.

We appreciate our partnership and look forward to continuing our work with NCTCOG on air quality issues. If you have additional questions, please contact Donna Huff, Air Quality Division Director at (512) 239-6628.

Sincerely,

Toby Baker
 Executive Director

cc: Jon Niermann, Chairman, TCEQ
 Commissioner Emily Lindley, TCEQ
 Stephanie Bergeron Perdue, Deputy Executive Director, TCEQ
 Michael Morris, P.E., Director of Transportation, NCTCOG
 Donna F. Huff, Director, Air Quality Division, TCEQ

RECEIVED

AUG 22 2019

TRANSPORTATION



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

November 14, 2019

DRAFT

Chairman Jon Niermann
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, TX 78711-3086

Re: Interest and Rebates from Low Income Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP): Retention of Local Funds

Dear Chairman Niermann:

Thank you for your agency's response on August 14, 2019, to the Regional Transportation Council's (RTC) previous request that the Texas Commission on Environmental Quality (TCEQ) allow locally generated income revenue through interest and rebates remain for use in the region. Although it was explained these revenues become program income and treated as grant funds, the RTC respectfully asks for your continued review of all options that will allow these funds to be retained and utilized in the counties where collected. A conversation with the Legislative Budget Board is one idea deserving consideration. If successful, this would avoid lengthy and threatening obstacles to invest into emission reduction programs that the region needs in order to reach two concurrent ozone National Ambient Air Quality Standards (NAAQS). The RTC's position is that monies collected or generated in the region should stay in the region.

Also, appropriations from the Texas Legislature have been more difficult to obtain in recent years. Therefore, we request TCEQ's assistance in actively pursuing the appropriation of all dedicated air quality funds in the upcoming 87th Texas Legislative Session so that more emission reductions can be achieved.

These requests are important because the 2008 eight-hour ozone National Ambient Air Quality Standards (NAAQS) have an attainment year at the conclusion of the 2020 ozone season, which translates to having the annual fourth-highest daily maximum eight-hour average ozone concentration over a three-year period to be less than or equal to 75 parts per billion (ppb). The 2019 regional ozone design value has increased in the last year from 76 ppb to 77 ppb. The proposed air quality rules and State Implementation Plan (SIP) revisions resulting from reclassification from moderate to serious nonattainment for the 2008 eight-hour ozone NAAQS suggest at the conclusion of the 2020 ozone season our regional design value will be at 72 ppb. While sophisticated photochemical modeling suggest compliance to the 2008 eight-hour ozone NAAQS at the conclusion of the 2020 ozone season, it's dangerous to rely solely on Reasonable Available Control Measures (RACM) with hopes to avoid further noncompliance and associated reclassifications to levels that would impose increased and unprecedented requirements.

Similarly, the concurrent 2015 eight-hour ozone NAAQS also has an attainment year at the conclusion of the 2020 ozone season, requiring the regions design value over a three-year period to be less than or equal to 70 ppb. Photochemical modeling suggests current efforts are not enough nor acceptable for the 2015 eight-hour ozone NAAQS.

Chairman Jon Niermann
Page Two

November 14, 2019

In the proposed air quality rules and SIP revisions referenced above, the RTC takes its weight-of-evidence program commitments seriously. Our offices have a great working partnership in achieving significant emission reductions through real world programs. Programming efforts are needed now to continue to drive down precursor emissions under the weight-of-evidence process.

Your consideration of these requests is much appreciated due to potential consequences with continuing to not comply with NAAQS. Please contact Michael Morris, P.E., Director of Transportation, at (817) 695-9241 with any questions.

Sincerely,

Andy Eads, Chair
Regional Transportation Council
County Judge, Denton County

CK:ch

cc: Texas Legislative Delegation
David Serrins, Mobile Source Programs Team Leader, TCEQ
Michael Morris, P.E., Director of Transportation, NCTCOG

AIRCHECKTEXAS FUNDING

Regional Transportation Council

November 14, 2019



PROGRAM INNOVATIONS = LOCAL FUNDS

REBATES:

Partnership with credit card vendor created monetary rebates for each transaction: approximately **\$1.5 million**

INTEREST:

AirCheckTexas county funds were placed in an interest bearing account: approximately **\$2.3 million**

TOTAL LOCAL FUNDS:

\$3,864,000 projected earnings through December 2019

PROPOSED FUND RETENTION DENIED

July 11, 2019 - RTC requested to TCEQ for the approximate \$3.8M from generated interest and rebates remain in the region or retain funds in Clean Air Account 151 to assist with future air quality efforts.

August 14, 2019 - TCEQ responded that contracts with participating counties have expired, however, funds generated through use of grant funding are program income and treated as grant funds. Unexpended grant funds will go back into Clean Air Account 151.

NEXT STEPS

In order to continue reducing nitrogen oxide and volatile organic compound emissions under Weight-of-Evidence process to reach ozone attainment

Request the TCEQ continue to review all avenues allowing AirCheckTexas locally generated program income be utilized in counties where collected

Request the TCEQ actively pursue all dedicated air quality funds collected be appropriated for their intended purposes

REQUESTED ACTION

Regional Transportation Council approval For Chairman Eads to transmit enclosed follow-up letter

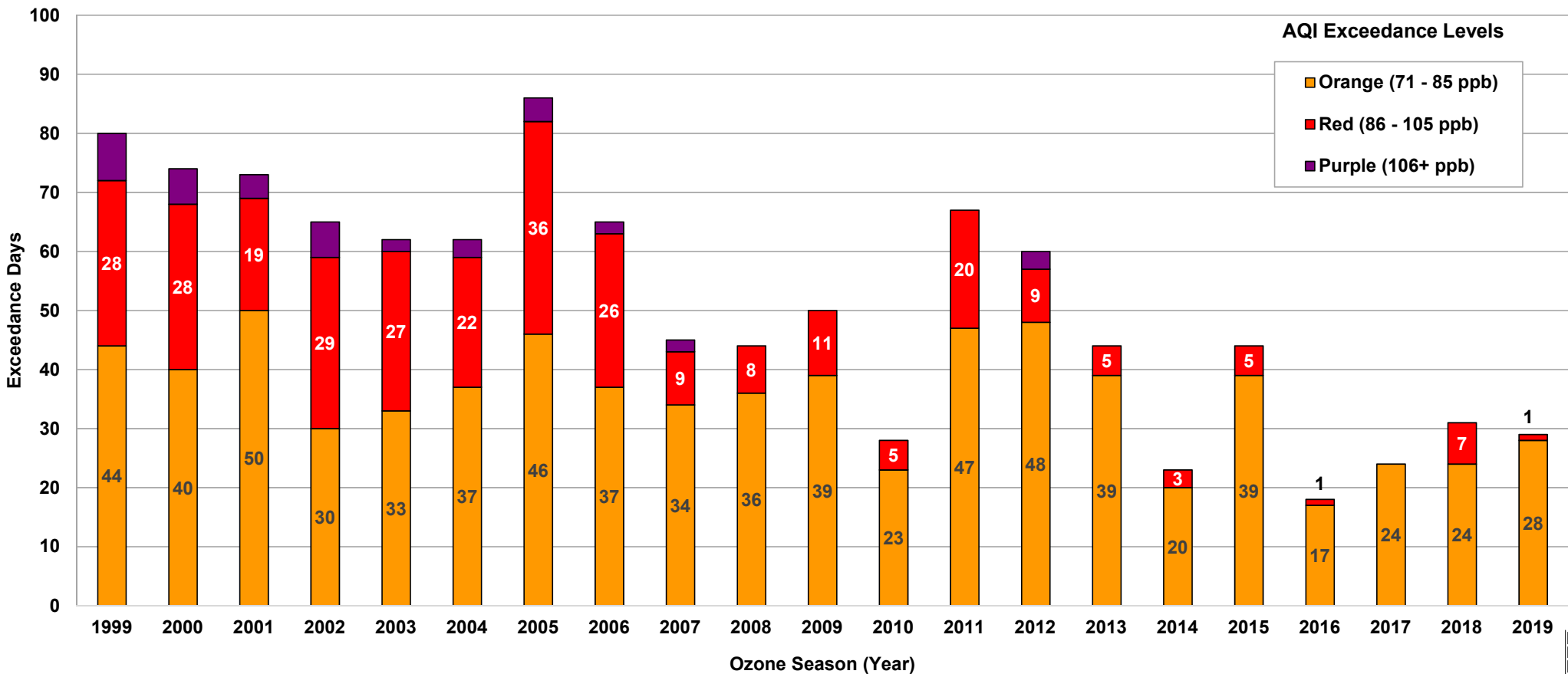
STTC has recommended RTC approval at their October meeting

CONTACT INFORMATION

Chris Klaus
Senior Program Manager
(817) 695-9286
cklaus@nctcog.org

8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤ 70 ppb (As of November 14, 2019)

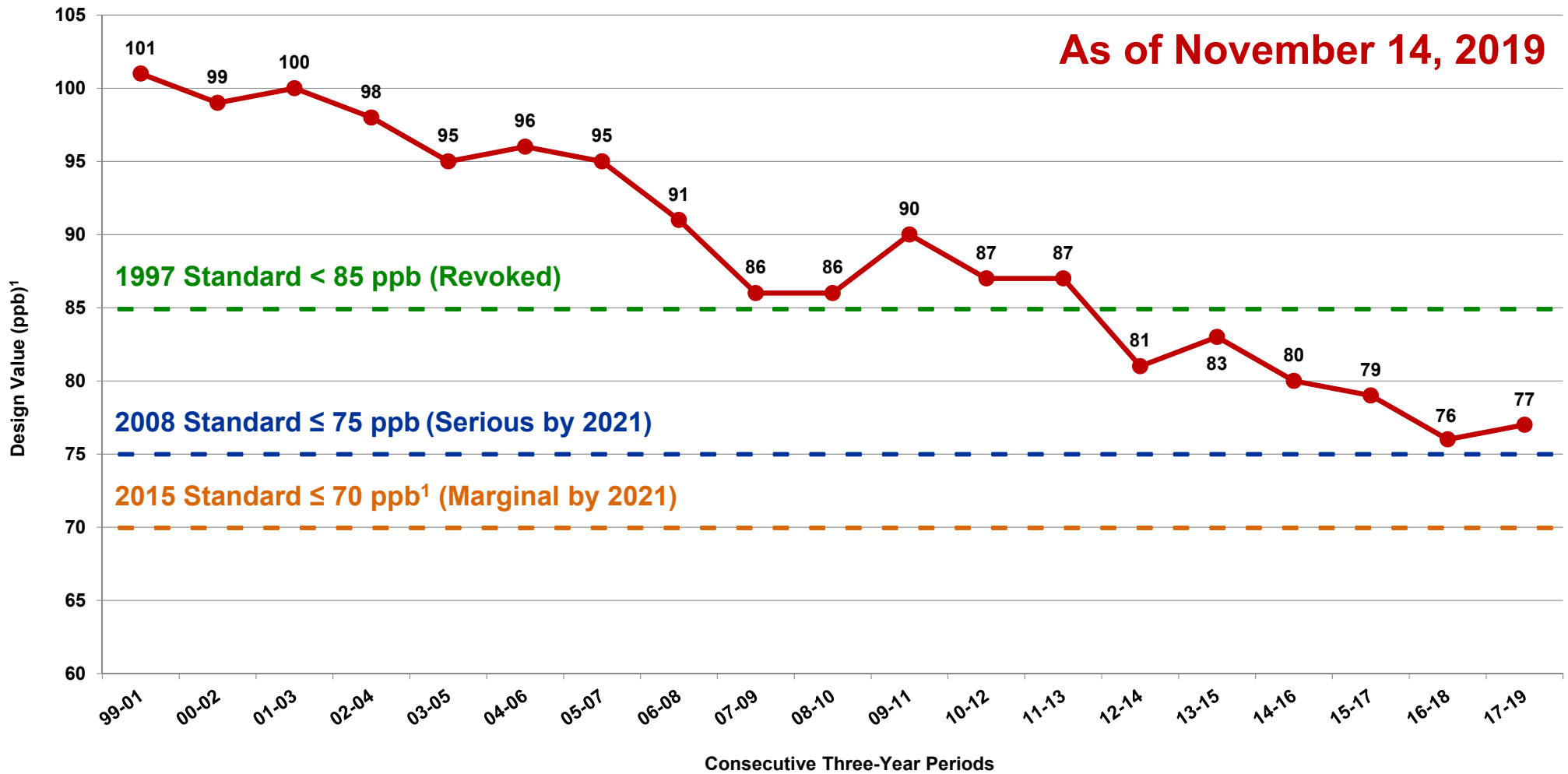


Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

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

8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of November 14, 2019



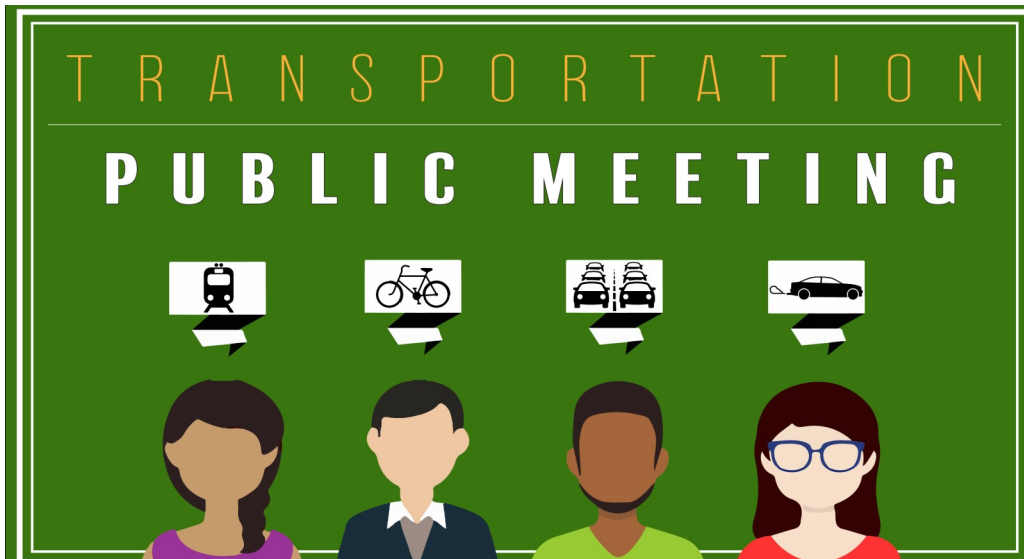
¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

For More Information

Jenny Narvaez
Program Manager
(817) 608-2342
jnarvaez@nctcog.org

Trey Pope
Air Quality Planner
(817) 695-9297
tpope@nctcog.org

<https://www.nctcog.org/trans/quality/air/ozone>



PRESENTATIONS

Hyperloop: Where Are We Building It?

Staff will provide a status report on hyperloop technology in the Dallas-Fort Worth region.

HOV Transportation Control Measures: Application of Managed Lanes & Substitution

As a result of changing transportation needs, NCTCOG staff is conducting a Transportation Control Measure substitution for High-Occupancy Vehicle projects. Traffic signal improvements, such as signal retiming, can enhance traffic flow and help decrease emissions. Staff has identified traffic signal corridors in the nonattainment region that will serve as substitution projects and will present the air quality results of the substitution.

Alternative Fuel Corridors

As part of the federal transportation bill, the United States Department of Transportation is required to identify highways that have adequate alternative fuel infrastructure. Staff will present an update on the current status of highway designations, as well as next steps with regard to alternative fuel station signage and development of additional infrastructure.

Trail of the Month Video Series

The NCTCOG Transportation Department is highlighting 12 shared-use trails within the Dallas-Fort Worth region through a series of videos detailing their benefits, including economic development, regional connectivity and improved quality of life. Staff will provide a brief update on this initiative as well as showcase a few videos from the series.

RESOURCES AND INFORMATION

Regional Smoking Vehicle Program (RSVP): www.smokingvehicle.net

Know Before You Fly Your Drone Workshops: www.nctcog.org/uas

The meeting will be live streamed at www.nctcog.org/video (click on the "live" tab). A video recording will also be posted online at www.nctcog.org/input.

**MONDAY, NOV. 11,
2019, 6:00 PM**
North Central
Texas Council of
Governments
616 Six Flags Drive
Arlington, TX 76011

For special accommodations due to a disability or for language translation, contact Carli Baylor at 817-608-2365 or cbaylor@nctcog.org at least 72 hours prior to the meeting. Reasonable accommodations will be made.

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: cbaylor@nctcog.org con 72 horas (mínimo) previas a la junta. Se harán las adaptaciones razonables.

To request a free roundtrip ride between NCTCOG and the Trinity Railway Express CentrePort/DFW Airport Station, contact Carli Baylor at least 72 hours prior to the meeting: 817-608-2365 or cbaylor@nctcog.org.

TRE CentrePort/DFW Airport Station
Arrival Options November 11

Eastbound Train 5:19 pm

Westbound Train 5:31 pm



NCTCOGtrans



North Central Texas
Council of Governments

MINUTES**Regional Transportation Council
PUBLIC MEETING*****Fiscal Year 2019 Public Transportation Funding: Program of Projects******Community Schools and Transportation Program Update******Clean Vehicle Funding Opportunities******Regional Transportation Council Public Comment Procedures*****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a public meeting Monday, October 14, 2019, at 6:00 pm at the North Central Texas Council of Governments (Arlington); Natalie Bettger, Senior Program Manager, moderated the meeting, attended by 7 people.

Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the metropolitan planning organization, and amended on November 8, 2018. Staff presented information about:

1. Fiscal Year 2019 Public Transportation Funding: Program of Projects – presented by Allysha Mason, NCTCOG; Onyinye Akujuo, Trinity Metro; Athena Forrester, DCTA
2. Community Schools and Transportation Program Update – presented by Kathryn Rush
3. Clean Vehicle Funding Opportunities – presented by Huong Duong
4. Regional Transportation Council Public Comment Procedures – presented by Carli Baylor

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

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

Summary of Presentations

Fiscal Year 2019 Public Transportation Funding: Program of Projects presentation:
<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/10/POPs.pdf>

Handout 5307:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/10/5307-POPs.pdf>

Handout 5310:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/10/5310-POPs.pdf>

Handout 5337:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/10/5337-POPs.pdf>

Handout 5339:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/10/5339-POPs.pdf>

Public transportation is part of a comprehensive transportation system and includes various types of services, such as fixed route, commuter, demand response and rail. Investing in these modes has a positive economic impact within communities, provides access for people with mobility impairments, reduces roadway congestion and improves air quality.

Three urbanized areas, Dallas-Fort Worth-Arlington, Denton-Lewisville and McKinney, are eligible to receive formula funds through the Programs of Projects. There are four federal funding programs for the aforementioned areas:

- Urbanized Area Formula
- Enhanced Mobility of Seniors and Individuals with Disabilities
- State of Good Repair
- Bus and Bus Facilities

The Dallas-Fort Worth region receives approximately \$128.3 million in Federal Transit Administration (FTA) formula funds annually through the award cycle. NCTCOG utilizes two different processes to award these funds. Two percent of the funding is set aside for a competitive Call for Projects as well as strategic partnerships. Ninety-eight percent of the funding is available annually through the Programs of Projects process.

Approximately \$116.9 million of the Programs of Projects funding for Fiscal Year 2019 was utilized by transit authorities. Of this \$116.9 million, 67 percent was utilized by Dallas Area Rapid Transit (DART), 17 percent by Trinity Metro and 7 percent by the Denton County Transit Authority (DCTA). The remaining 9 percent of funding was utilized by all other transit providers.

Core services provided by the Trinity Metro include fixed-route bus service, express service, paratransit bus service, the Trinity Railway Express and Molly the Trolley. There is a new electric bus route called The Dash! as well as new bus stops and shelters, which are part of the 100 new bus shelters installation plan over the next five years. Future improvements for Trinity Metro will include increasing bus frequency, extended service hours and changes to benefit ridership, a new mobile ticketing app and new projects from Transit Moves Fort Worth.

DCTA is committed to improving mobility, air quality, economic development and livability in areas it serves. DCTA member cities include Lewisville, Highland Village and Denton. Contract cities include City of Frisco, McKinney UTD and City of Coppell. Core services provided by DCTA include A-train commuter rail, local fixed-route bus service, ADA paratransit service, demand-response services, university bus service at University of North Texas and North Central Texas College, North Texas Xpress and commuter vanpool. DCTA uses formula funds for preventive maintenance on vehicles and A-trains, operational support for bus services, safety, bus stop enhancements, transportation improvements and fleet replacements.

Community Schools and Transportation Program presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/10/Comm-Schools.pdf>

The Community Schools and Transportation Program was created with funding from a federal transportation planning grant (TIGER). The program's objectives include the following:

- Encouraging coordination between school districts and local governments
- Advancing long-term planning for school siting
- Improving transportation safety near schools
- Promoting alternative transportation options to schools

In order to help improve traffic safety near schools, NCTCOG staff conducted a school traffic congestion and travel flow study and compared speeds on roads adjacent to schools during the summer to speeds during the school year. Staff found speeds decreased an average of 4.4 mph in the morning and 3.2 mph in the afternoon during the school year. The greatest change was on roads with a school speed zone 15 mph less than the posted speed limit.

Additionally, staff conducted an analysis of traffic congestion, safety and connectivity around case study schools. This study found schools with the most congestion had the least restrictions on on-street parking, that lack of sidewalks correlate with fewer students walking to school and that more cars pick up in the afternoon than drop off in the morning.

Recommendations for reducing traffic congestion and improving safety include the following:

- Staff/volunteers should always be present in loading zones
- Separate travel modes
- Drop off and pick up in a single file against the sidewalk
- Identify spaces for parents to park
- Restrict on-street parking
- Prioritize students that walk and bike
- Communicate expectations

Lastly, there are many resources available in the region related to improving transportation around schools, including coordination with transit services, the NCTCOG School Siting Guidebook, technical assistance on school siting, Walk to School Day promotion and many others.

Clean Vehicle Funding Opportunities presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/10/Clean-Vehicle.pdf>

There are many funding opportunities available throughout the Dallas-Fort Worth region related to reducing emissions and improving air quality.

Current electric vehicle incentives include up to \$10,000 in savings per vehicle. Additionally, the DERA School Bus Rebates Program, Texas Clean School Bus Program, Texas Volkswagen Environmental Mitigation Program and North Texas Freight Terminal Electrification Program are all currently accepting funding applications.

For more information on clean vehicle funding opportunities, visit www.nctcog.org/aqfunding.

Regional Transportation Council Public Comment Procedures presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/10/Public-Comment-at-RTC.pdf>

House Bill 2840 took effect on September 1, 2019 and states members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item. The bill also says a governmental body may adopt reasonable rules regarding public comments and may not prohibit public criticism of the body.

To abide by this new law, NCTCOG staff developed a speaker request card for individuals to identify the agenda item on which they wish to speak and/or provide a written comment on during Regional Transportation Council (RTC) meetings. A public comment period took place before action items at the September and October meetings. No public comments were received at the aforementioned meetings. However, if any comments are received during future meetings, they will be documented in the RTC minutes.

Next steps include benchmarking local governments on a number of topics, drafting rules for the RTC to adopt, looking at additional documents such as the RTC Bylaws and Public Participation Plan to incorporate HB 2840 requirements as needed and considering room layout and technology needs to enforce time limits.

ORAL COMMENTS RECEIVED AT MEETING

Fiscal Year 2019 Public Transportation Funding: Program of Projects

Debra Caudy, Citizen

- A. Funding for Span, Inc.

Question: Do you all have any involvement with Span, Inc.? Can you help with funding?

Summary of response by Athena Forrester, DCTA: Span, Inc. receives their own block of funding through NCTCOG. I would reach out to Span Inc., but you can also reach out to our Director of Operations at DCTA.

Summary of response by Shannon Stevenson: We need to know the gap in services in order to find the best solution. As Allysha mentioned in her presentation, we do have that set-aside funding to help with the kind of initiatives you're talking about. We're also moving towards more strategic partnerships with other agencies, which will help make it easier to find funding solutions.

Community Schools and Transportation Program Update

Dr. Barbara Odom-Wesley, City of Arlington Councilmember

- A. Results of Walk to School Day promotion

Question: Would you share some of your findings from the Walk to School Day event?

Summary of response by Kathryn Rush: We didn't get as much attention with Walk to School Day as we would have liked this year, but we're really excited about next year. We're going to build off lessons learned and talk to schools about what we can do to further promote it.

Question: Who was your target audience for this event?

Summary of response by Kathryn Rush: We reached out to school districts and PTAs to encourage them to participate. Fort Worth ISD was a great partner and most of their councilmembers attended an event at one of their schools.

Question: Did you discover some cities aren't very walkable?

Summary of response by Kathryn Rush: I wasn't actually at any of the events, but one of the big drivers for some schools bringing attention to lack of infrastructure.

Clean Vehicle Funding Opportunities

Dr. Barbara Odom-Wesley, City of Arlington Councilmember

Question: What is the criteria for purchasing an electric vehicle and obtaining the incentives?

Summary of response by Huong Duong: It depends on the funding opportunity. The Oncor rebate requires you to bring the flyer to the dealership for them to honor while the \$300 rebate requires submission to the City of Denton.

COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

No comments received via website, email or social media.

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on November 8, 2018.

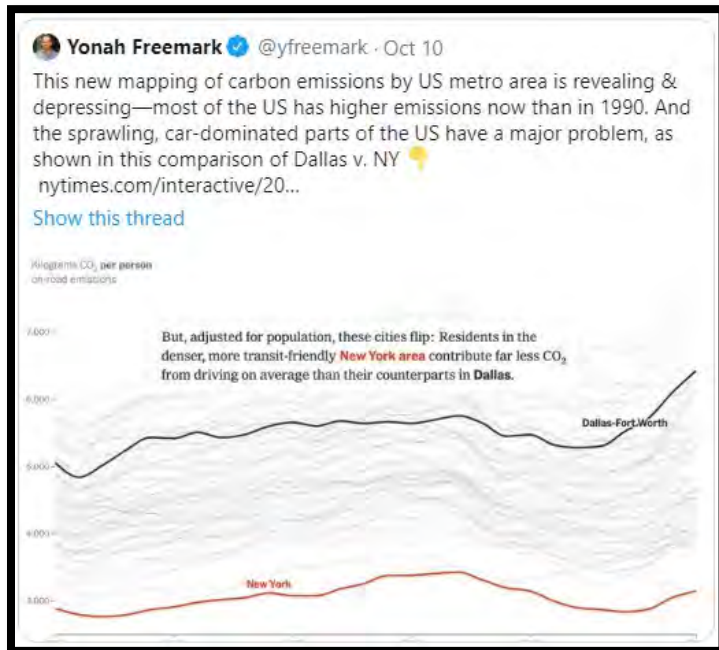
This report is a compilation of general public comments submitted by members of the public from Friday, September 20, through Saturday, October 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, comments related to transit development and use were in the majority.

Air Quality

Twitter –

1. Big win for Dallas over NYC, thanks to @NCTCOGtrans, Michael Morris & @TxDOTDallas ! – Wylie H Dallas (@Wylie_H_Dallas)

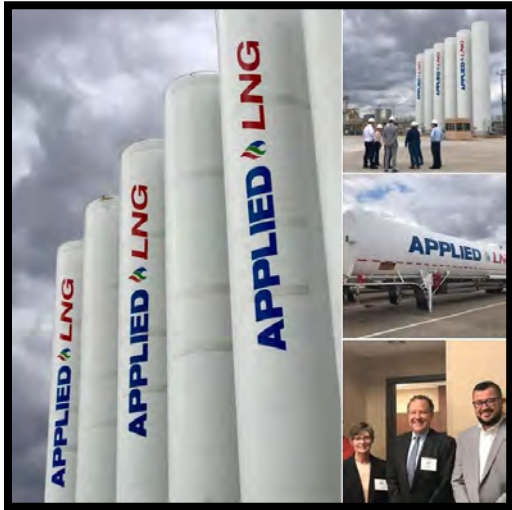


Will miniature soccer fields under highways reverse the trend? – GerrardGerrard
 🏆🏆🏆🏆🏆🏆 (@GerrardGerrard7)

Alternative Fuels

Facebook –

1. Thank you to our attendees and co-hosts (NCTCOG Transportation Department DFW Clean Cities, Atmos Energy and Applied LNG) for today's meeting and tour of Applied LNG's liquefaction plant. Support those who support us! – Texas NGV Alliance



Bicycle & Pedestrian

Email –

1. Jessica Lewis

Would like to see better pedestrian crosswalk signals at Marine Creek Parkway & College Dr. My son has already been hit by a vehicle trying to cross from Terrace Landing to the high school. And on another date another student was hit. Police reports were done in both occasions. Drivers are not paying attention when driving from the high school and making a left turn. Surely we do not need an actual death for something to be done.

2. Jim F. Chadwell, Ed.D.

Eagle Mountain-Saginaw ISD is the 2nd fastest-growing ISD in Tarrant County and the 6th fastest-growing ISD in DFW, yet our roadway infrastructure is severely insufficient to accommodate this growth. With few sidewalks, poorly-lit roadways, and roads with inadequate space for pedestrians, students are faced with hazards every day. Our community expects well-planned streets and sidewalks to keep children safe. I am happy to discuss infrastructure priorities for the next 5 years. Thank you.

Twitter –

1. We are soon to have 50+ miles of trails connecting Dallas to Ft. Worth! Civic activism pays off! – Wylie H Dallas (Wylie_H_Dallas)



Facebook –

1. There are many reasons to participate in Walk to School Day tomorrow. Reason #1: It can help students live healthy lifestyles! – NCTCOG Transportation Department



And also help reduce car traffic, too! – Paul McManus

You beat us to that message, Paul, but you're absolutely right! – NCTCOG Transportation Department

3. Spanish architect Santiago Calatrava designed the Margaret Hunt Hill bridge, which opened in Dallas, TX in 2012.



He also designed the double archway "hike and bike" bridges that still haven't opened yet, right?

What's going on with THAT "Margaret"? – David Smith

Hi, David! Designed by Spanish architect Santiago Calatrava, the \$115 million hike and bike bridge was scheduled to open two years ago. It remains closed because the engineering firm in charge of construction insists the bridge, whose two grand arches soar hundreds of feet above the barren, mostly dry river bed below, is too wobbly for people to walk on or ride their bikes across safely. – NCTCOG Transportation Department

Well, if you're familiar at all with the floodplain you know that it is not barren. Trees line both sides of the river in many areas. (How many trees were cut down for the bridges to be built?)

And the vast majority of the upper Trinity watershed drains through that section of the floodplain. You may remember there was a significant construction delay in 2015 (?) due to the excessive rainfall in May that year.

But to the gist of the matter, it sounds like the bridges were not designed well, were not constructed well and now we are stuck with an unusable pair of bridges.

That's too bad. – David Smith

David Smith you should google and see articles from Dallas News, etc that cover this in detail. It's a bit complicated and not exactly the designers fault. We have discussed this in one of our Facebook groups ETA - Enthusiasts of Transit Association – Curtis Garrison

4. The 23rd Annual Walk to School Day was a hit! More than 95 schools in the DFW region joined the thousands of students walking to school across the country. Pictured here are students from Daggett Middle School walking alongside Fort Worth Mayor Betsy Price.

For resources on how to keep the momentum going, visit www.nctcog.org/saferoutestoschool. – NCTCOG Transportation Department



This is wonderful! – Paul McManus

We think so, too! – NCTCOG Transportation Department

Innovative Vehicles & Technology

Twitter

1. Thanks for the glimpse of the future of transportation at today's #driveelectricweek event, @NCTCOGtrans & @NTXTeslaOwners! #NDEW2019 – CoServ (@CoServ_Energy)



Woot! #TheFutureIsHere – N TX Tesla Owners (@NTXTeslaOwners)



2. We were excited to see nearly 200 electric vehicles, including the Nissan Leaf, Chevrolet Volt and Bolt and the Harley-Davidson Livewire electric motorcycle this past weekend at our annual NDEW event! Check out this article on how it went: <http://bit.ly/2mLt2bF>. – NCTCOGTransportation (@NCTCOGtrans)



What's all the stuff in the frunk? – Ryan Scanlan (@DVTOC) (@Xenius101)

Just a different approach to electric cars. If you look at GM, BMW and Tesla they all have a different approach to making an electric car. We hypothesize they will all be similar to a Surf board with a body setup just from the benefits of low gravity and maximized cabin space. – N TX Tesla Owners (@NTXTeslaOwners)



I think it's more old school thinking. They're still trying to share tech from last century with tech from next century. – Ryan Scanlan (@DVTOC) (@Xenius101)

It is a classical approach to automobiles, yes. – N TX Tesla Owners (@NTXTeslaOwners)

Facebook –

1. We were excited to see nearly 200 electric vehicles, including the Nissan Leaf, Chevrolet Volt and Bolt and the Harley-Davidson Livewire electric motorcycle this past weekend at our annual NDEW event! Check out this article on how it went: <http://bit.ly/2mLt2bF>. – NCTCOG Transportation Department



Awesome! Looking forward to the State Fair meet. – Ralph C. Quinones-Alvarez

Nice write up. Rick you got some good quotes in the article. – Joe Busch

Project Planning

Email –

1. Virgil Niekamp

Please fix the traffic flow through the Alliance Corridor already. Please and thank you.

2. Larry McFarland

If you are planning anything less than doubling the number of public lanes then you are wasting the time and money of hundreds of thousands of people every day. It doesn't take a study to determine where the problem highways are located, just use your smart phone app to see the red roads. Red means problem.

Adding a lane to a road is not an improvement. We have plenty of government workers who can plan for traffic conditions as of 1980, but apparently not many who can plan for traffic today, let alone some distant point in the future.

Adding two toll lanes to a right of way that could contain four non-toll lanes is underutilizing our limited roadway area. What a waste.

I'm really sad for you if this is the best you can do with the public roads we are subjected to.

3. Charles Peterson

In planning transportation projects, adequate money should be earmarked for maintaining striping on existing roadways. Many major arteries, particularly in Fort Worth, have worn out pavement markings that make driving treacherous at night and in rainy weather. Most of Beach Street between 28th Street and North Tarrant are prime examples. Markings on Heritage Trace Parkway are nearly worn out. There are many other examples. Even freeway markings are suspect in places.

Twitter –

1. This is the proposed location of the soccer club under I-345 being proposed by @SenRoyceWest and @NCTCOGtrans boss Michael Morris. – Wylie H Dallas (@Wylie_H_Dallas)



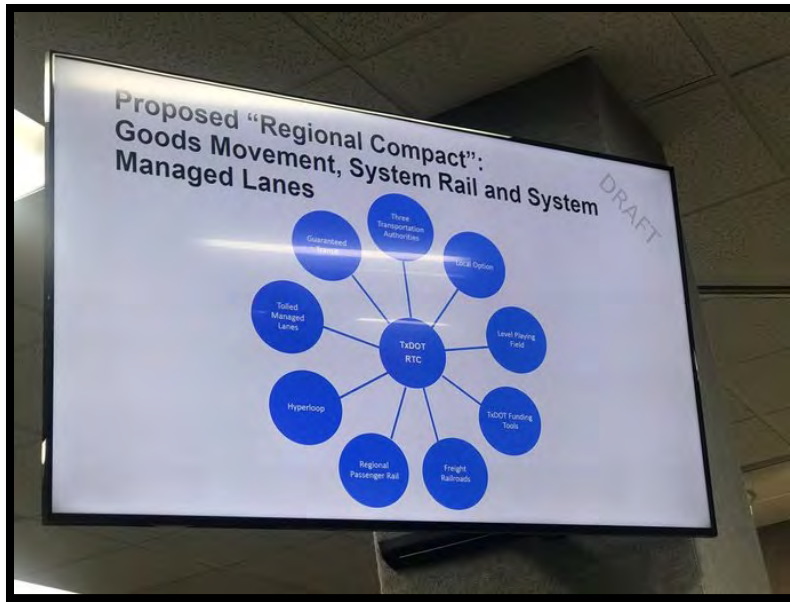
2. Join us October 7 for the next installment of our “TREC Talks” series with @NCTCOGtrans’s Michael Morris <http://ow.ly/6q4k50wtr3g> – TREC Dallas (@TRECDallas)



3. We'd like to thank @NCTCOGtrans Director Michael Morris for meeting with our members yesterday as part of our TREC Talks event series! – TREC Dallas (TRECDallas)



4. At the monthly meeting of the Regional Transportation Council in Arlington. @TrinityMetro @CityofFortWorth @NCTCOGtrans @TarrantCountyTX @TarrantTransit – Sal Espino (@SAL_FW)



Transit

Email –

1. David Paul

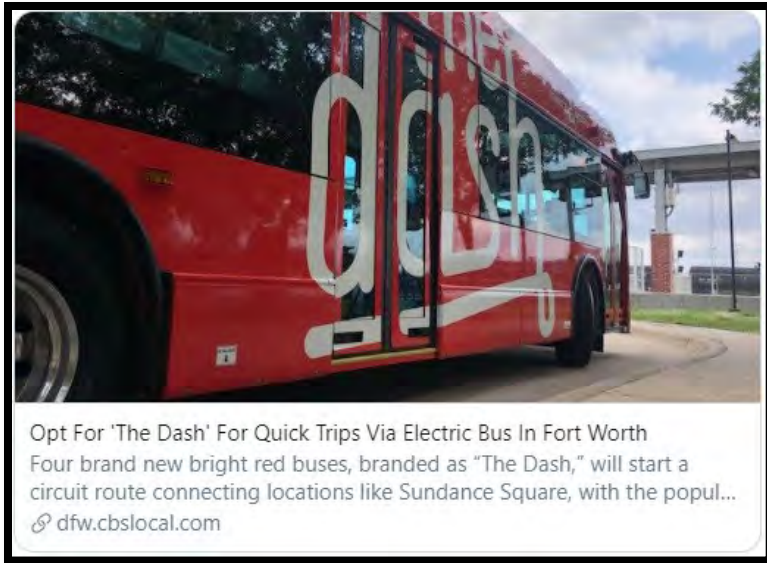
I think there needs to be more transportation to south FW. As FW grows, you have failed to expand the number of bus stops and the regions you go and pick up for public transportation. Not sure if this is the venue for road construction but I think better timelines and better expectation of results needs to be communicated to everyone involved because it seems like road construction is being done but conclusion is not better than before so seems like a waste of funds.

2. Charles Peterson

I am not privy to ridership statistics on Fort Worth buses or on the new train to the airport, but I see the buses and trains frequently and there are never more than a couple of passengers on them-usually none. Transportation that doesn't transport anyone is a waste of money and is definitely not "green." Someone needs to rethink existing and future projects for viability.

Twitter –

1. Check out The Dash - the new electric bus from @TrinityMetro that connects @DTFortWorth to @CrockettRowW7th, the Cultural District, & new @DickiesArena Runs every 15 minutes. Free thru 10/31 <https://dfw.cbslocal.com/2019/09/20/opt-for-the-dash-for-quick-trips-via-electric-bus-in-fort-worth/>. @CityofFortWorth @VisitFortWorth @NCTCOGtrans @Genz26 – Sal Espino (@SAL_FW)



2. On Monday evening, @TrinityMetro Pres/CEO Bob Baulsir briefed the @CityofNRH Mayor, Council, staff, & public on #TEXRail & transit. Great partner in @CityofNRH! Appreciated the warm welcome. @NETarrant @NCTCOGtrans @DFWAirport @TarrantCountyTX @TarrantTransit @Bob10481548 – Sal Espino (@SAL_FW)



3. Kudos to Elizabeth Espino for taking #TEXRail on her own to DFW Airport at Terminal B. I am a proud transit spouse :) @TrinityMetro @CityofFortWorth @CityofNRH @GrapevineTXCity @DFWAirport @NCTCOGtrans @TarrantTransit @TarrantCountyTX @DFWAirport – Sal Espino (@SAL_FW)



4. @TrinityMetro Mercantile ZIPZONE is expanding its service area so you can travel to & from #TEXRail's Mercantile Ctr St from even more places. Here is link for info: <https://ridetrinitymetro.org/services/zip-zone/> @CityofFortWorth @MercantileFW @FTWChamber @NCTCOGtrans @fwhcc @FWMBCC @TarrantTransit – Sal Espino (@SAL_FW)



Thanks for sharing! I'll definitely try this out since I work within the Mercantile ZIPZONE 🚗🚆 – Matthew Loos, PE (@MatthewLoosPE1)

5. Excited to hear update on high speed rail this morning with @trtcmobility at Fort Worth Central Station. @TrinityMetro @CityofFortWorth @NCTCOGtrans @FTWChamber @fwhcc @FWMBCC @TarrantTransit – Sal Espino (@SAL_FW)



6. It's Texas-OU weekend! The State Fair continues. Ride Trinity Railway Express (TRE) to get there! <http://trinityrailwayexpress.org/statefair/> @TrinityMetro @RideDCTA @dartmedia @CityofFortWorth @CityOfDallas @NTxCommission @NCTCOGtrans – Sal Espino (@SAL_FW)



Facebook –

1. We enjoyed attending the launch of the new Dash service! Be on the lookout for bright red buses that can get you from Sundance Square, to the popular W. 7th area, museums and the new Dickies Arena! Take advantage of FREE rides from now through Oct. 31! – NCTCOG Transportation Department



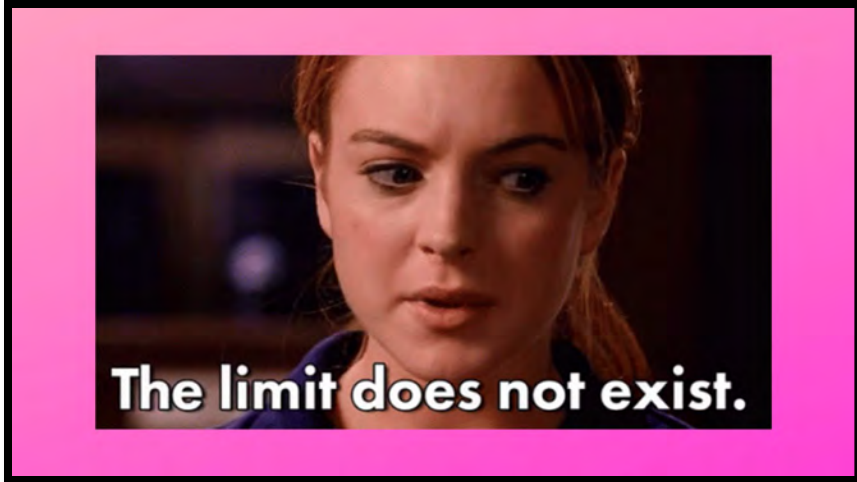
Plus, for everybody reading this post, The Dash also connects to both the TRE and TEXRail at Central Station in downtown Fort Worth! – Paul McManus

2. It's opening day of the State Fair of Texas! Ride DART (or connect to it via the TRE) and be dropped off at one of two gates. Easy, air-conditioned travel without the hassle of finding parking and navigating through traffic! For more info, visit: <http://bit.ly/StateFairTransit>. – NCTCOG Transportation Department



Plus, if you're coming from Denton County, you can take DCTA's A-Train and connect to DART's Green Line light rail at Trinity Mills Station in Carrollton! – Paul McManus

3. When Cady Heron was asked how many rides she could take with a regional pass. #MeanGirlsDay – NCTCOG Transportation Department



But you will still be limited to where the mass transit will take you, and WHEN it will take you there.

Mass transit will ALWAYS SUCK. Get a car and go where you want, when you want, because you want.

We're Americans, not some backwater European h*llhole (or worse). – Phil Neil

Other

Email –

1. **Danielle Tucker**

more local contractors selected for work on projects, at least be from the 12 counties, not saying people cannot learn, but we have resources here local that can complete the work and know of all the businesses and vendors.

2. **Diana Marie Iverson**

I would like to see police officers in the evening for personal safety!

3. **Lynn Marie Fox**

I would like the hours expanded to include evening and Sunday hours for church attendance.



The Honorable Greg Abbott
Governor, State of Texas

September 23, 2019

Dear Governor Abbott,

As cities across the country face increasing transportation challenges including traffic congestion, vehicle emissions, and long commute times, America needs a transportation solution that restores our position as a leader in transportation innovation and energizes our regional economies. Today, the United States has the opportunity to adopt a 21st century solution for our mobility challenges.

Currently, there are a number of regions throughout the country that share our vision for a significant leap forward with hyperloop, the first new mode of mass transportation in over 100 years – Texas is one of the leaders. In an effort led by NCTCOG, we have been exploring a hyperloop route that connects the Dallas-Fort Worth region to Laredo, reducing six hours of driving to one hour of hyperloop travel. Using magnetic levitation in enclosed, depressurized environments, hyperloop has the potential to move people and goods at speeds approaching 700 miles per hour while utilizing appreciably less energy than virtually any other transportation technology and while fitting into a much smaller physical footprint. This makes hyperloop technology a far more efficient, sustainable and resilient mode than current ground and air transport modes.

As hyperloop projects have gained momentum at local and regional levels – where innovation typically occurs in the United States – the federal government has also demonstrated keen interest in this new transportation technology. Earlier this year, U.S. Secretary of Transportation Elaine Chao created the Non-Traditional and Emerging Transportation Technology (NETT) Council to explore the regulation and permitting of hyperloop and other evolving transportation technologies. The formation of this federally-supported council is a huge vote of confidence that the federal government supports the promise of hyperloop system development and delivery.

At our test site north of Las Vegas, we have built the world's first full-system hyperloop - I invite you to visit our test site and see the technology for yourself. Having proven that the technology works at our test track, Virgin Hyperloop One is now moving forward with the development of the Hyperloop Certification Center (HCC), a testing and certification facility that will also emerge as a major research and development center. The HCC is intended to establish safety standards, define research frameworks, and incorporate full-scale testing infrastructure – all critical elements to the oversight of an emerging technology and the development of a safe and robust regulatory framework. We envision the HCC creating and attracting American jobs of the future, promoting cross-industry manufacturing and research, including ground transport, aerospace, electric and autonomous vehicles, as well as numerous spinoff technologies. Thus, we anticipate that the development of the HCC will create a significant and unique opportunity to reposition the United States at the forefront of transportation innovation. Further, the global expertise in a variety of technical and manufacturing fields that we believe will be drawn to the HCC is also expected to create a complement of significant opportunities for housing, commercial development, accommodations, entertainment venues and ancillary services.



Several regions, including the Dallas-Fort Worth area, have already demonstrated interest in hosting the HCC owing to the “magnet effect” that they envisage the Center will create with respect to economic development, regional revitalization, job creation, and international recognition. Texas is already home to numerous Fortune 500 headquarters, world-class academic institutions such as the University of Texas system, Rice University and Texas A&M, and a strong record of the public and private sectors working together in partnership. When I visited Arlington a few weeks ago with our team, we were met with a great deal of support. City of Arlington Mayor Jeff Williams warmly welcomed us on our visit and expressed his enthusiasm for bringing a hyperloop system to the region. We expect further engagement with regions along the longer Texas route in the coming months.

In order to be fully transparent and to seek an optimal setting for the HCC, Virgin Hyperloop One has made a determination to seek interest and ideas from throughout the country before proceeding with its design and development. Our intention is to determine relatively quickly which states and regions around the US may best serve as a permanent location for the HCC and benefit from the resulting economic stimulus, employment generation and/or redevelopment opportunities expected to arise. The HCC is envisioned to ultimately be a \$500 million to \$1 billion undertaking. VHO is actively engaged in seeking suitable governmental and foundation grants, as well as more traditional federal transportation investment intended to serve as a complement to the local and regional investment envisioned as key to the HCC development program.

We are sending this letter to notify you of the imminent site selection process which will be undertaken over the fourth quarter of 2019 and the first quarter of 2020. We are looking forward to continuing to work with NCTCOG and others in the State of Texas to develop a proposal for hosting the HCC. We are moving quickly – as only the private sector can do – and plan to launch a formal RFP in the coming month. We would envision your administration seeking input from various regions in your state, exploring public-private partnerships that could work with VHO, and considering the type of incentives that might be suitable for a development undertaking of this nature.

America has been waiting for a solution to solve 21st-century transportation problems for a long time. Hyperloop is that solution. It is the only option today that can meet the strong market need to connect cities like subway stops, to grow economic opportunity over entire regions, and to reduce the congestion and pollution affecting our cities. The time for hyperloop is now, and we invite you to join us on this journey.

Sincerely,

A handwritten signature in black ink, appearing to read "Jay Walder", followed by a horizontal line extending to the right.

Jay Walder
Chief Executive Officer



October 04, 2019

Subject: Notice of Availability

Control-Section-Job (CSJs): 1973-01-015 and 1392-03-012
Farm-to-Market (FM) 1461
From: State Highway (SH) 289 to County Road (CR) 123
Collin County, Texas

Mr. Michael Eastland
Executive Director
North Central Texas Council of Governments
P.O. Box 5888
Arlington, Texas 76005-5888

Dear Mr. Eastland:

Please be informed that the Texas Department of Transportation (TxDOT) has approved the Finding of No Significant Impact (FONSI) for the Environmental Assessment (EA) for the construction of the above captioned project.

The FM 1461 proposed improvements would consist of the reconstruction and widening of FM 1461 from SH 289 to CR 123 within the cities of Celina, McKinney, and Prosper in Collin County, Texas, a distance of approximately 7.10 miles.

Proposed improvements would involve the expansion from a two-lane rural highway to a four-lane urban highway. Expansion would consist of one 12-foot-wide travel lane and one 14-foot-wide outside shared-use lane in each direction, a proposed median to accommodate future the ultimate six-lane facility, and sidewalks located along both the eastbound and westbound lanes. The existing right-of-way (ROW) width is approximately 90 feet wide. The proposed ROW is anticipated to be approximately 172 feet and would require approximately 58 acres of new ROW. No residential or non-residential displacements are anticipated.

A copy of the Public Involvement Documentation, the FONSI Document, and the approved EA is available for public inspection at the TxDOT – Dallas District Library, 4777 East Highway 80, Mesquite, Texas 75150.

If you should have questions or need additional information on this project, please contact Matthew Atkinson, P.E., TxDOT Dallas District Office, at 214-320-4426 or at Marlena.Kelly@txdot.gov.

Sincerely,



Dan Perge, P.E.
District Environmental Director

Copy to: Marlena Kelly, P.E. - TxDOT Dallas District

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



Texas Department of Transportation

4777 E Hwy 80, Mesquite, TEXAS 75150-6643 | (214)-320-6100 | WWW.TXDOT.GOV

October 8, 2019

RECEIVED

OCT 22 2019

Executive Director's Office

Subject: Notice of Availability

Control-Section-Job (CSJs): 0195-02-074, 0195-02-076, 0195-01-116, and 0195-03-087
Interstate Highway (IH) 35
From: From US 380 to 0.7 Mile North of FM 3002
Denton and Cooke Counties, Texas

Mr. Michael Eastland
Executive Director
North Central Texas Council of Governments
P.O. Box 5888
Arlington, Texas 76005-5888

Dear Mr. Eastland:

Please be informed that the Texas Department of Transportation (TxDOT) has approved the Finding of No Significant Impact (FONSI) for the Environmental Assessment (EA) for the construction of the above captioned project.

TxDOT is proposing to widen and reconstruct IH 35 from United States Highway (US) 380 (University Drive West) to approximately 0.7 mile north of Farm to Market Road (FM) 3002 (Lone Oak Road) for a total distance of approximately 15.1 miles, through the cities of Denton and Sanger in Denton County, and the city of Valley View in Cooke County, Texas.

The proposed action would construct three main lanes in each direction and two frontage road lanes in each direction along the project corridor. The existing interchanges would be reconstructed and the existing two-way frontage roads would be converted to one-way operation. The improvements that are proposed at the cross streets would accommodate one-way frontage road operations and turnarounds. In addition, existing ramps would generally be reconfigured from a "diamond" to an "X" configuration at each intersection. Overall, 13 intersections are proposed to be reconstructed and 47 ramps are proposed to be reversed, relocated, or modified to improve mobility and safety. The pedestrian overpass in Sanger would be reconstructed at approximately the same location in order to extend over the expanded main lanes and frontage roads. Approximately 256 acres of additional ROW and 4.7 acres of permanent easements are required to accommodate the proposed improvements.

OUR VALUES: People • Accountability • Trust • Honesty

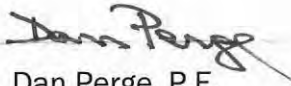
OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

An Equal Opportunity Employer

A copy of the Public Involvement Documentation, the FONSI Document, and the approved Environmental Assessment is available for public inspection at the Texas Department of Transportation (TxDOT) – Dallas District Library, 4777 East Highway 80, Mesquite, Texas 75150.

If you should have questions or need additional information on this project, please contact Nelson Underwood, P.E., TxDOT Dallas District Office, at 214-320-6628 or you can email him at Nelson.Underwood@txdot.gov .

Sincerely,



Dan Perge, P.E.
District Environmental Director

Copy to: Nelson Underwood, P.E. - TxDOT Dallas District

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



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

October 8, 2019

The Honorable Ann D. Begeman
Chair
Surface Transportation Board
395 E. Street, S.W.
Washington, DC 20423

Dear Chair Begeman:

On behalf of the Regional Transportation Council (RTC), the policy making body for the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I am pleased to provide support for the petition by Texas Central Railway in Surface Transportation Board Finance Docket No. 36025.

The North Central Texas Council of Governments' Transportation Department, which acts as staff for the MPO for the DFW area, sent a letter dated May 31, 2018, supporting Texas Central Railway's position and the proposed Dallas to Houston high-speed rail project. The RTC had previously taken a position supporting high-speed rail in Texas, reflecting the support provided by NCTCOG.

The RTC has responsibility under Titles 23 and 49 of the United States Code to plan for a seamless transportation system in the North Central Texas region. Implementing high-speed passenger rail service in Texas is a priority for the RTC. The proposed high-speed rail project between Dallas and Houston would provide a dedicated passenger rail system and establish connectivity with other transportation services in both cities, adding to the national rail system with seamless connections. The project will connect Texas' two largest and two of the nation's top five metropolitan regions through a fast, safe and reliable form of travel.

The project is consistent with the programs and policies included in Mobility 2045: The Metropolitan Transportation Plan for the North Central Texas, the long-range transportation plan for the region.

Thank you for your time and consideration. If you have any questions, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive, flowing style.

Michael Morris, P.E.
Director of Transportation

RH:kw

cc: Carlos Aguilar, President and Chief Executive Officer, Texas Central Partners, LLC

Marcus Wood & Company

5335 Ridgeland Drive
Dallas, Texas 75214-2034
214-215-2235 mwood@advico.com

21 October 2019

Councilman Lee Kleinman
Chairman, Council Transportation Committee
City of Dallas
1500 Marilla St., 5FN
Dallas, TX 75201

SUBJECT: Suggested Agenda Item for Council Transportation Committee
RE: Riverfront Boulevard Segment B (a/k/a Phase 2) - UPRR to Cadiz

Dear Mr. Kleinman:

I am very please you remain leader of this Council Committee; your experience is needed.

I urge the Committee review in detail the status of Riverfront Boulevard Reconstruction as soon as possible. Segment B is a very complex and costly project being managed by Dallas County. The project design is scheduled to be completed November 27, 2019 with construction to start March 30, 2020. Are these dates still valid? I hope so! In February 2018 Michael Rogers wrote bidding and contractor selection would take place Summer 2018 with the construction projected to begin in Fall 2018 - but neither occurred. Is the project even ready for bidding? Adequate funding is reportedly in place, but will there be further delays if bids are too high?

Funds available now total \$45,700,000 plus there reportedly is another \$20 Million being provided for Dallas Water Utilities (DWU) capital improvements. However, there reportedly may be reasons for project delay. Project obstacles are numerous including major issues involving UPRR and two major cross country utility lines in the UPRR right-of-way. Are all issues resolved and has the right-of-way been cleared, or might there be further delays?

City and County elected officials as well as the public should be given a full presentation now about the complete project including DWU. Enclosed is a HISTORY OF RIVERFRONT RECONSTRUCTION EFFORTS which I prepared describing the years of effort and delays. Until this road reconstruction is actual underway redevelopment in the area will remain stalled. Developers have little interest in an area with 1929 infrastructure, particularly when the timing of public improvements are delayed time and again.

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OCT 23 2019

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Riverfront is too important for these delays to continue. I know because I have been active on Industrial/Riverfront for decades. I represented the seller of land to John Benda in 1999 that became Fuel City. I represented the professional football team that had area property under contract before deciding to locate in Arlington. I later represented a major apartment developer which purchased about one hundred acres of land on Riverfront before deciding against development. I twice was involved with the sale of the former Alford Refrigerated Warehouse 72 acres on Riverfront and Cadiz.

The City and County staff need your support now in moving the reconstruction of Riverfront Boulevard forward without further delay. They work hard, but need the involvement of every elected official and full government leadership for Segment B to move forward. Thanks for your leadership.

Very truly yours,

Marcus Wood & Company



Marcus Wood, President

Member, North Texas Commercial Association of REALTORS®

MW/s

Enclosure: HISTORY OF RIVERFRONT RECONSTRUCTION EFFORTS

CC: Mayor Eric Johnson
Councilman Chad West, Dist. 1
Councilman Adam Medrano, Dist. 2
Councilman Omar Narvaez, Dist. 6
Majed Al-Ghafry, Assistant City Manager
Michael Rogers, Director of Transportation

County Judge Clay Jenkins
Alberta Blair, Director Public Works
Les St. John, Assistant Director & Segment B Manager

Michael Morris, NCTCOG Director of Transportation ↙

HISTORY OF RIVERFRONT RECONSTRUCTION EFFORTS

SEGMENT A by City: Riverfront from Parkhouse Street to UPRR north right-of-way line (plus Continental Avenue Reconstruction Project from Core Street west of Riverfront to Houston Street east of IH 35E).

SEGMENT B by County: Riverfront from UPRR north line to Cadiz Street.

- **January 12, 2005** – Council Resolution No. 05-0129 authorized a Project Specific Agreement with Dallas County for improvements on Industrial Boulevard (n/k/a Riverfront Boulevard) between north of Commerce Street to south of IH 30. The City's amount was not to exceed \$530,000.
- **August, 2006** – Dallas County reports City nomination of Industrial Boulevard to NCTCOG for Federal Funding was approved providing full project funding, but concerns were expressed that full project completion might be difficult, but TxDOT, County, and City had worked successfully on other complex projects such as Regal Row and Mountain Creek Parkway.
- **October, 2006** – Dallas County was revising the consultant scope of services to insure it complied with Federal approved project. Timing remained a concern.
- **March, 2007** - Concerns were being expressed by all entities that Federal funding process would slow project so there was some thinking of starting a local portion with later portion being Federal, but some concerns were expressed. It appeared only partial funding was available for the Continental to Cadiz portion with nothing for the Cadiz to Corinth section.
- **December, 2007** - Hayden Consultants, Inc. completed 85% concept drawings and meeting with public would be held in early 2008.
- **January 23, 2008** – Council Resolution No. 08-0324 authorized engineering design of Continental from Riverfront to IH 35E to Hayden Consultants, Inc. (\$143,344).
- **August 13, 2008** – Council Resolution No. 08-2087 authorized Supplemental Agreement No. 1 with Hayden Consultants, Inc. for traffic and streetscape for Continental Street (\$79,337.38 for Total \$222,681.38).
- **April, 2008** – Discussions were underway regarding 6 lanes or 8 lanes with City wanting 8 lanes. Current R-O-W was 130'. City Thoroughfare Plan was set at 150' in order to provide 8 lanes. Ideas for defederalizing the Continental to Commerce section were being considered to speed the project. The Industrial at Woodall Rodgers Extension Intersection design was based on 8 lanes.
- **July, 2008** – Funding concerns continued with comments about project constraints including UPRR underpass, soils conditions, right-of-way, and road elevations so as to coordinate with sanitary sewer flow designs.

- September, 2008** – City staff reports that all are on board with 8 lane thoroughfare. Concerns were raised about replacement of UPRR underpass over Industrial with the thinking that it be delayed until done in conjunction with the rail overpass replacement over IH35E (Project Pegasus).
- February 10, 2009** – Administrative Action No. 09-0674 authorized Supplemental Agreement No. 2 with Hayden Consultants, Inc. to develop streetscape concepts (\$24,500 for Total \$247,181.38).
- April 8, 2009** – Council Resolution No. 09-0976 authorized Supplemental Agreement No. 3 for additional design services for Continental Avenue between Core Street and Industrial and for Industrial Boulevard between Parkhouse Street and UPRR with Hayden Consultants, Inc. (\$1,566,474 for Total \$1,813,655.38).
- May, 2009** – Status Report on Industrial (Riverfront) states:

 - 8 Lanes chosen;
 - Reviews underway on pedestrian features and utilities;
 - Seeking approval from UPRR to add 4th lane in area of existing walk path;
 - RTC defederalizing project since Federal process adds 2-3 years delay;
 - NCTCOG, County, and City funding availability totals \$40M;
 - City leads construction on section from Parkhouse north of Continental to north line of UPRR right-of-way (Segment A);
 - County leads construction from UPRR north line south to Cadiz (Segment B);
 - Construction on Segment A may begin in January 2011 if right of way and utilities are clear.
- January, 2010** – 60% Design Stage of Riverfront Boulevard is fifty percent complete. A meeting is to be held in February with stakeholders.
- April 20, 2010** – Riverfront Blvd Design for Trinity River Corridor Project Committee and May 10, 2010 Riverfront Blvd Public Involvement Workshop (Continental to Cadiz) by Hayden Consultants ---- 8 Lane “Complete Street” Thoroughfare in 150’ Right-of-Way with Bike Lanes on each side with new UPRR Structure (plus 34’ of landscape on private property)

Estimated Costs:

Design and Project Delivery	\$ 6,500,000
Right-of-Way and Utilities	\$ 9,000,000
Construction Total	<u>\$39,000,000</u>
	\$54,500,000

Available Funding:

City of Dallas 2003 Bond Program	\$ 300,000
City of Dallas 2006 Bond Program	\$ 5,488,091

Dallas County (approved for Fiscal 2011)	\$ 5,756,219
Regional Toll Revenue Funds	<u>\$29,127,713</u>
Total Available Funding	\$40,672,023

Began Prelim. Design	June 2009
Begin Final Design	May 2010
Complete R-O-W Acquisition	July 2011
Complete Utility Relocations	November 2011

Begin Construction*	November 2011
Complete Construction**	November 2013 **

* In conjunction with City of Dallas' Continental Street Reconstruction (Between Riverfront Blvd and IH 35E; July 2011 to December 2012)

** Concerns were expressed to County and City in August, 2006 that 2013 Completion was unrealistic with County assurance it would be fine. Later County was expressing concerns about scope, timing, and funding.

- **February 23, 2011** – Council Resolution No. 11-0551 authorized Supplemental Agreement No. 4 with Hayden Consultants, Inc. for Riverfront Boulevard wastewater study between Commerce Street and Corinth Street (\$109,488 for Total \$\$1,923,143.38).
- **May, 2011** – By this point in time advocates for pedestrian and bicycle movements were pushing for 6 lanes thus reducing traffic carrying capacity. If such were to occur the City Council was urged to remove the 150' right-of-way requirement from the Thoroughfare Plan and fund the relocation of utilities from overhead to underground.
- **October 25, 2011** – County authorized engineering service contract (CCON 2011-1859) with Hayden Consultants, Inc. for Riverfront Boulevard between UPRR and Cadiz Street.
- **March 28, 2012** – Council Resolution No. 12-0934 authorized Supplemental Agreement No. 5 with Hayden Consultants, Inc. for additional design for Continental Avenue between Core Street and IH 35E and Riverfront Boulevard between Parkhouse Street and south end of Woodall Rodgers Extension Project (\$449,174 for Total \$2,372,317.38).
- **March, 2012** – City Council changed Riverfront from Continental to Corinth to 6 lanes with bike lane within current 130' right-of-way.
- **September, 2012** – City Council authorizes Advance Funding Agreement with TxDOT for Riverfront from Continental to Cadiz with City receiving \$29,127.713 of Regional Toll Revenue TxDOT funds. This consisted of Regional Transportation Council funds in April 2006 of \$15,500,000 and \$13,627,713 in April 2008. Local funds are to be provided by City and County (City's funds of \$5,788,091 are from 2003 and 2006 Bond Programs; County's funds of \$5,756,219 are from Fiscal Year 2011). There was an additional \$3,828,900 2006 Bond Program Continental Avenue Fund which brought the total funding to \$44,500,923 with the projected

cost at \$42.5M. Design had begun in June 2009 with design completion set for April 2013. Construction was to begin March 2013 with completion complete November 2015. This schedule assumed Project Option 2, the 6 lane option with existing right-of-way.

- **October 30, 2012** – County amended contract(CCON 2012-1846) First Amendment with Hayden Consultants, Inc.
- **November 14, 2012** – Council Resolution No. 12-2759 authorized Supplemental Agreement with Hayden Consultants, Inc. for additional design for Continental Avenue between Core Street and Houston Street and for Riverfront Boulevard between Parkhouse Street and UPRR Project (\$109,117.75 for Total \$2,481,435.13).
- **July, 2013** – County approved update to Hayden Consultants, Inc. contract for professional services, Basic and Special Services for Primary/Final Design (Phase II) on Riverfront between UPRR and Cadiz Street. Funding up to \$1,601,128 for professional services per Work Order No. 1.
- **March 26, 2014** – Council Resolution No. 14-0513 authorized construction of Street Reconstruction Group 06-618 (i.e. Continental between Core Street and Houston Street and Riverfront Boulevard from Parkhouse to south of Woodall Rodgers Extension (i.e. Segment A) by Texas Standard Construction, Ltd. (TSCL) low bidder at \$12,150,166.20. Funding sources:

Street and Transportation Improvements Funds	\$4,262,856.40
Street and Transportation Improvements Funds	911,734.38
Regional Toll Revenue Fund	5,575,791.04
Capital Projects Reimbursement Fund	482,213.38
Subtotal	\$11,232,595.20
Water Construction Fund	\$ 11,200.00
Water Capital Improvement Fund	833,716.00
Wastewater Construction Fund	2,000.00
Wastewater Capital Improvement Fund	70,655.00
Subtotal	\$ 917,571.00
TOTAL	\$ 12,150,166.20
- **June 11, 2014** – Council Resolution No. 14-0960 and No. 14-0961 revised the thoroughfares in Street Reconstruction Group 06-618 by adding additional streets in Dallas being (1) improvements for Martin Luther King, Jr. Boulevard at Atlanta Street; Malcolm X Boulevard; Robert B. Cullum Boulevard (No. 14-0960), and (2) authorized a Gateway Monument Agreement with TxDOT in the median of Robert B. Cullum Boulevard at Martin Luther King, Jr. Boulevard (No. 14-0961). Texas Standard Construction, Ltd. (TSCL) contract was increased by not to exceed \$879,000 (Change Order No. 1) for Total \$13,029,167. Funding was from Street and Transportation Improvement Fund (\$371,000) and Current Fund 0001 (\$508,000) per correction by Public Works Department.
- **July 18, 2014** - Administrative Action No. 14-1116 authorized Change Order No. 2 to TSCL contract for temporary paving not to exceed \$49,847 for Total \$13,029,166.20.

- **April 22, 2015** – Council Resolution No. 15-0758 authorized Change Order No. 3 to TSCL contract for water mains, etal not to exceed \$1,058,410 for Total \$14,137,423.20.
- **June 17, 2015** – Council Resolution No. 15-1167 authorized Change Order No. 4 to TSCL contract for additional storm water improvements not to exceed \$\$415,736.30 for Total \$14,553,159.21.
- **April 18, 2016** – Administrative Action No. 16-0258 authorized Change Order No. 5 to TSCL contract for miscellaneous actions not to exceed \$48,803.47 for Total of \$14,601,962.68.
- **April 26, 2017** – Council Resolution No. 17-0692 authorized Change Order No. 6 to TSCL contract for engineered temporary shoring and other improvements (\$580,745 for Total \$15,182,708) with funding: 2006 Bond Funds (\$292,082); Regional Toll Revenue Funds (\$230,930); General Obligation Commercial Paper (\$57,733).
- **May 16, 2017** – *County modified the Scope of Services with Hayden Consultants, Inc. without any change in the cost of services.*
- **November 7, 2017** – The 2017 Bond Program was approved by voters included \$4,600,000 for Riverfront Boulevard between UPRR and Cadiz Street to supplement prior City Bond Funds and funds from other agencies.
- **January 12, 2018** – Assistant City Manager Majed Al-Ghafry informs City Council Segment A (a/k/a Phase 1) constructed by City is complete and City is returning \$23M in unused RTR funds to TxDOT for use by County on Segment B (a/k/a Phase 2). Segment B is scheduled to start in November 2018 and be completed in late 2021.
- **February 21, 2018** – Michael Rogers, Director, City of Dallas Department of Transportation states full funding is now available for Segment B construction by Dallas County. Dallas County was completing design work. Bidding and contractor selection were expected by Summer 2018 with construction to begin in Fall of 2018.
- **February 26, 2018** – County reports \$29M of NCTCOG (TxDOT) funds were provided for both Segments A and B of Riverfront Boulevard Reconstruction. In January 2018 City returned \$22,490,516 to TxDOT for transfer to County for Segment B. Total estimated cost for Segment A was \$9.9M (plus Continental Project construction costs). Segment B thoroughfare cost estimate is \$46.7M. *It is important to note County reports Dallas Water Utilities is to be funding an additional \$20M of water and wastewater construction as a part of Segment B (DWU details are not known thus not part of this History).*
- **March 8, 2018** – Proposed May 2018 TIP Modifications for RTC Meeting for Riverfront Boulevard between UPRR and Cadiz Street shows project grand total funding of \$46,700,000.

- **July 19, 2018** – City of Dallas 2017 Dallas Bond Program details shows estimated date of Design Completion as August 6, 2018; anticipated Construction Award as May 28, 2019 with construction to begin June 17, 2019; Construction completion is estimated for June, 2021. [NOTE: The format of the 2017 Dallas Bond Program detail for Riverfront reflects no past activity so Design is shown as beginning 01/08/2018 and it appears to be only a \$4.6 Million Project.]
- **December 18, 2018** – *County Court Order No. 2018-1528 adopted MCIP Funding Commitment for Riverfront between Cadiz and Continental of \$11, 256,209 which was \$2,878,104 for 2019; \$5,500,000 for 2020; \$2,878,105 for 2021.*
- **January 23, 2019** – City of Dallas 2017 Dallas Bond Program details shows construction being awarded December 12, 2018; estimated Construction state by June 17, 2019; Construction completion is estimated for October, 2022.
- **March 23, 2019** – City of Dallas 2017 Dallas Bond Program details shows estimated date of Design completion as May 14, 2019; estimated Construction start by June 17, 2019; Construction completion is estimated for October, 2022.
- **May 18, 2019** – City of Dallas 2017 Dallas Bond Program details shows estimated date of Design completion as September 27, 2019; estimated Construction start by January 13, 2020; Construction completion is estimated for July, 2023.
- **June 10, 2019** – County reports Estimated Design Completion as November 27, 2019; estimated Construction Start as March 27, 2019; estimated Construction Completion as September 29, 2023. Many utilities and UPRR (including two major cross country utility lines in UPRR right-of-way) continue to be obstacles and costly for the project. Many details remained unresolved as of June.
- **July 2, 2019** – *County Court Order No. 2019-0702 refers to Segment B Total Project Cost as \$45,700,000 with County funding portion not to exceed \$9,349,130 and City of Dallas funding portion not to exceed \$8,308,090. Funds being accepted by County by this order are being provided by TxDOT (RTR Funds) as \$23,042,780 and \$5,000,000 from Fund 196 Project 8201 to MCIP Fund 196 Project 30221. (Note: December 18, 2018 County Court Order No. 2018-1528 refers to County providing an amount not to exceed \$11,256,209 in 2019-21.)*
- **October 12, 2019** – City of Dallas 2017 Dallas Bond Program details shows estimated date of Design completion as November 27, 2019; Construction Award September 14, 2019; Construction start March 30, 2020; estimated Construction Completion September 29, 2023.



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

October 28, 2019

Ms. Kristin Jacobson, MC 206
State Implementation Plan Team – Air Quality Division
Texas Commission on Environmental Quality
PO Box 13087
Austin, Texas 78711-3087

RE: Dallas-Fort Worth 2008 Eight-Hour Ozone Serious Classification Attainment Demonstration
State Implementation Plan Revision (Project Number. 2019-078-SIP-NR)

Dear Ms. Jacobson:

On behalf of the Regional Transportation Council (RTC), the transportation policy body of the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) Area, please accept the following comments regarding the Texas Commission on Environmental Quality's (TCEQ) revisions to the Texas State Implementation Plan (SIP) for the DFW nonattainment area for the 2008 eight-hour ozone National Ambient Air Quality Standard (NAAQS) serious classification: *Dallas-Fort Worth Serious Classification Attainment Demonstration State Implementation Plan Revision for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard* (Project Number 2019-078-SIP-NR), proposed on September 11, 2019. The RTC is responsible for air quality conformity, which is an analysis ensuring federal funding approval goes to those transportation activities consistent with air quality goals.

This effort results from the DFW moderate nonattainment area for the 2008 NAAQS of 75 parts per billion (ppb), consisting of Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties, not attaining the July 20, 2018, attainment date. Based on 2017 monitoring data, the DFW area did not attain the 2008 eight-hour NAAQS in 2017 and did not qualify for a one-year attainment date extension in accordance with the Federal Clean Air Act (FCAA). On November 14, 2018, the United States Environmental Protection Agency (EPA) proposed to reclassify the DFW area to serious nonattainment for the 2008 eight-hour ozone NAAQS. On August 7, 2019, the EPA signed the final reclassification notice and the final rule was published August 23, 2019¹.

In response to EPA's reclassification, the area is now subject to the serious nonattainment area requirements in the FCAA that the TCEQ is required to submit serious classification Attainment Demonstration (AD) and Reasonable Further Progress (RFP) SIP revisions to the EPA. The attainment date for a serious classification is July 20, 2021, with a 2020 attainment year. The EPA set an August 3, 2020, deadline for states to submit AD and RFP SIP revisions to address the 2008 eight-hour ozone standard serious nonattainment area requirements. We commend the TCEQ in devoting limited resources and quickly turning around this SIP for the 2020 attainment year.

Part of the EPA's approval process of this SIP will be to consider the adequacy of Motor Vehicle Emissions Budgets (MVEB), based on the on-road emission inventories contained in the SIP narrative. Once declared adequate by the EPA, updated MVEBs will be required for use in all subsequent transportation conformities. Due to the local responsibility and regional importance

¹ <https://www.govinfo.gov/content/pkg/FR-2019-08-23/pdf/2019-17796.pdf>

of transportation conformity to the implementation of long-range transportation plans, RTC staff has reviewed the proposed SIP and concurs with the following:

- On-road mobile source NO_x and VOC emission inventories (Appendix B, Sections: 3.1.1, 3.1.3 through 3.1.6, 3.2 and 3.3, pages 53 through 80) and
- Resulting 2020 NO_x and VOC motor vehicle emission budgets of 88.27 tons per day and 53.05 tons per day respectively (Appendix B, Section: 3.1.6, pages 68 through 70)

The RTC respectfully suggests the following regarding Appendix H: Local Initiatives Submitted by the North Central Texas Council of Governments:

- Revision to the text under “Engine Off North Texas”, pages 4 through 5, since all Memorandum of Agreements (except Plano) expired at the end of 2018:

ENGINE OFF NORTH TEXAS

The Engine Off North Texas Program is designed to reduce emissions by reducing vehicle idling. Efforts focus on improving public awareness of idle-reduction technologies, regulatory options, and campaign strategies organizations can use to reduce idling from various vehicle types. As part of this program, NCTCOG educates local governments of the State Idling Rule (TAC 114.512). To date, 30 entities (4 counties and 26 municipalities) have adopted Locally Enforced Idling Restrictions and signed a memorandum of agreement with the Texas Commission on Environmental Quality (TCEQ) to enforce this rule at the local level, covering over 50 percent of the region (by population). NCTCOG will continue to promote adoption, education, and enforcement of idling restrictions throughout the region, along with broader idle-reduction strategies.

- Revision to the text under “High-Emitting Vehicle Program”: “Regional Smoking Vehicle Program”, page 6 as the 86th Texas Legislative Session did not appropriate previous collected funds, the AirCheckTexas program ended on June 28, 2019:

**HIGH-EMITTING VEHICLE PROGRAM
Regional Smoking Vehicle Program**

The North Central Texas Regional Smoking Vehicle Program (RSVP) is designed to encourage North Texans to voluntarily maintain and repair their vehicles and to promote public awareness regarding the harmful emissions and air pollution caused by smoking vehicles. By utilizing the existing AirCheckTexas Drive a Clean Machine Program infrastructure, the incorporation of RSVP encourages greater participation by providing local solutions to vehicle owners. Vehicles reported through this program are also logged in NED for law enforcement to cross-check when citing motorists for an emissions related offense.

Overlapping schedules of both the 2015 ozone NAAQS and 2008 ozone NAAQS show to have attainment years at the conclusion of the 2020 ozone season, which translates to having the annual fourth-highest daily maximum eight-hour average ozone concentration over a three-year period to be less than or equal to 75 ppb and 70 ppb, respectively. Currently, the regional ozone design value has increased from last year to 77 ppb in 2019. The proposed air quality rules and SIP revisions resulting from reclassification suggest at the conclusion of the 2020 ozone season our regional design value will be at 72 ppb. While sophisticated photochemical

October 28, 2019

modeling suggest compliance to the 2008 eight-hour ozone NAAQS, it is not enough nor acceptable for the 2015 eight-hour ozone NAAQS.

With the removal of the "AirCheckTexas" program, and the ongoing effort to remain stewards of improving air quality, the RTC recommends that collected monies for the program be appropriated back to the counties for emission reduction programs. As this local program income was created through innovative approaches by participating North Central Texas counties, the RTC requests these funds remain allocated or returned to the counties where collected. The RTC's position is that monies collected or generated in the region should stay in the region. Implementation of more transportation emission reduction strategies will assist in reducing the formation of ozone and can expand upon the initiatives contained in the SIP's Weight-of-Evidence.

It is suggested utilizing a more current baseline is more beneficial as 2012 is seven years in the past. There is a large variance between the photochemical modeling projections and real-world monitor readings for example, the Cleburne airport monitor is not a concern from a photochemical modeling standpoint. However, the monitor was driving the three-year ozone design value for most of the 2019 ozone season, which suggests multiple years of meaningful emission levels. The Denton monitor has been driving the design value in recent years. At the end of the 2019 ozone season, the Dallas North monitor is the currently controlling monitor. Photochemical modeling for 2020 suggests Grapevine to be the controlling monitor. This may be acceptable within the noise of allowable EPA modeling variances, but because the SIP is being proposed close to the end of the three-year design value attainment deadline, it is easy to compare modeled versus forecasted. If the SIP was proposed years in advance of the attainment deadline, these comparisons would not be as relevant due to time lag.

Finally, it appears the DFW diesel non-road equipment population is going to be mostly Tier 4 in the future. This penetration of Tier 4 may be aggressive. What is the rationale behind this turnover?

We appreciate the opportunity to comment on the TCEQ's revisions to the DFW AD SIP, as well as the continued partnership between our agencies. The RTC thanks the TCEQ staff for their time and resources spent coordinating an open technical meeting and holding a public hearing in the region to communicate SIP updates and receive public comments and suggestions. NCTCOG staff, through the RTC, is committed to continuing to implement projects and programs and collaborate with partners agencies to reduce ozone-forming emissions in the DFW region. Should you have any questions, please contact Mr. Chris Klaus, Senior Program Manager at cklaus@nctcog.org or (817) 695-9286.

Sincerely,



Michael Morris, P.E.
Director of Transportation

JN:ch

cc: Chris Klaus, Senior Program Manager, NCTCOG



KENNEDALE
City Manager
www.cityofkennedale.com

October 30, 2019

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

Dear Mr. Morris,

I appreciate you taking time recently to meet with me, as well as Mayor Brian Johnson and Director of Planning and Economic Development Melissa Dailey, regarding the possibility of assisting in the development and implementation of improvements to U.S. 287 Business (Kennedale Parkway). The purpose of this letter is to request funding assistance from NCTCOG for the appropriate studies to create a “complete street” design for the Parkway.

Running through the heart of Kennedale, this portion of Business 287 is, indeed, intended to be a parkway that accommodates all modes of travel, thereby supporting local businesses. However, it currently exists as a five-lane highway, primarily serving fast-moving vehicles as they pass through between I-20/820 at the north and the City of Mansfield to the south. Pedestrians and cyclists avoid the area – unless absolutely necessary – as it can be quite dangerous, with traffic often moving faster than posted speeds due to a lack of visual cues or traffic calming devices.

A key principle of the City’s Comprehensive Plan is the creation of a connected city, with a walkable built environment that encourages connectivity via all modes of travel. As it exists today, however, Kennedale Parkway instead serves as a barrier, separating neighborhoods. The existing sidewalks are narrow (at just 4 feet wide) and primarily located curbside, with no street trees to create a buffer between pedestrians and vehicles.

Redesigning Kennedale Parkway as a “complete street” featuring tree-lined sidewalks, pedestrian lighting, bicycle lanes or markings, curb cuts and other assistive technology, benches, crosswalks, and landscaped medians would enhance connectivity, increase safety, and beautify this entrance to the City, which we believe would, in turn, spur economic development. As the primary commercial corridor, Kennedale Parkway houses the TownCenter shopping area, but also has ample vacant or underdeveloped land that could become very attractive to those interested in becoming part of the bustling Metroplex economy. We believe the current design is a significant barrier from attracting the level of quality, sustainable development enjoyed by adjacent cities.

We would appreciate any consideration you can give to this request for assistance and would be happy to visit with you regarding suggestions for moving our plans forward for Kennedale Parkway.

Sincerely,

George C. Campbell
City Manager, City of Kennedale

cc: *Brian Johnson, Mayor*
Melissa Dailey, Director of Planning and Economic Development

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TRANSPORTATION



CITY MANAGER
1000 Highland Village Road
Highland Village, TX 75077
972-317-0237 F 972-317-0237
www.highlandvillage.org

November 1, 2019

Michael Morris, Director of Transportation

The City of Highland Village has been very progressive in working with the Denton County Commissioners Court in addressing transportation related projects for the region. From the creation of the FM 2499 Task Force in the late 80's to our involvement on the committees that helped with the 35Express expansion project.

In May of 2000 The City of Highland Village City Council passed Resolution 00-1307 requesting direct access to the northbound lanes of Interstate 35E. The 35Express project at Highland Village Road was constructed to facilitate the ultimate development of connecting Highland Village Road to the northbound service road. I'm optimistic that this will be achieved here in the near future, our residents that live on the east side of Highland Village have waited way too long to have a full ingress and egress to our City. The City has been lacking a main entry from the 35Express project which can be a catalyst for redevelopment for Highland Village.

It's my understanding, currently you have been actively securing funding for a section of 35Express project, which would address Highland Village Road having direct access to the northbound lanes. It's my understanding, that three hundred million dollars has been identified to address this project along with major improvements in this area. Based on conversations, I understand a request for professional services is in process to engage an engineering firm for the development of this project. This is all great news!

In 2007 the City of Highland Village identified an area directly adjacent to the 35Express right-of-way and Highland Village Road as Transit Oriented Development (TOD) in our Future Land Use Plan. Economic Development along the entire 35Express project throughout Denton County is an opportunity waiting to happen. Any news or conformation that you can provide on the potential funding of the Highland Village Road access would be greatly appreciated. The ability to discuss and provide a future vision for this project will assist the City of Highland Village leadership in planning for the long term growth of our community and Denton County.

Thank you, I look forward to your confirmation.

Michael Leavitt, City Manager

DFW Airport ponders self-driving shuttles, with some limits, in remote parking lot

The airport's board will consider a contract Thursday with EasyMile to lease a vehicle for six months.

By Kyle Arnold, Dallas Morning News

DFW International Airport officials are considering a self-driving shuttle to ferry passengers around one of its remote parking lots -- with hopes of more autonomous vehicles helping there in the future.

The airport's board will consider a contract Thursday with EasyMile to lease a vehicle for six months to rove the remote south parking lot, picking up passengers and bringing them to the front of the area where a human driver would then take them to terminals.

The six-month lease would cost \$300,000 and would help the airport decide how it can use autonomous vehicles in the future for even more, like moving baggage and the bridges that connect terminals to airplanes.

"The technology is moving fast and there are a lot of companies looking at autonomous vehicles," said Paul Puopolo, the airport's executive vice president of innovation.

If approved, the test could start in November.

The EasyMile shuttles are the same kind of driverless vehicles being experimented with by governments across the country, including vans in Arlington that will take passengers to Six Flags Over Texas and AT&T Stadium.

Austin-Bergstrom International Airport is using self-driving shuttles to ferry passengers between the terminal, rental car facilities and parking lots. Japan Airlines is using EasyMile shuttles at Narita International Airport near Tokyo to haul checked luggage and air cargo to planes.

The vehicles are self-driving, but not humanless, Puopolo said. These particular types of vehicles require a "safety operator" on board who can stop the vehicle, open doors and also help passengers with luggage and directions.

But eventually, he said, the hope is the vehicles can operate without any employees at all.

The airport authority chose the remote lot because it can be easily mapped and programmed, and operates at low speeds without problems. The self-driving shuttles will be capped at 25 miles per hour.

"That parking lot is large and some passengers have to walk a long way to the shuttle," Puopolo said.

The 27-square-mile DFW International Airport property is too large for a test like this, he said.

<https://www.dallasnews.com/business/airlines/2019/10/01/dfw-airport-ponders-self-driving-shuttles-limits-remote-parking-lot/>

Long commute: Why so many people choose to live in Fort Worth but work in Dallas

By Gordon Dickson, Fort Worth Star-Telegram

FORT WORTH

Grant Senter has a terrific job with a startup health care firm in Dallas, and yet he chooses to live in Fort Worth.

Each day, he spends three hours commuting, making the 43-mile trip to and from his home near Eagle Mountain Lake.

“We lived in Dallas for a year, and hated it. I like to say Dallas is like LA without the beach,” said Senter, 27, who has lived in Fort Worth for four years. “We love Fort Worth. My wife has a family business in Fort Worth, and we like the people and the food.”

Fort Worth is no bedroom community — it’s the largest city in Tarrant County, which has a population of 2 million — yet many residents treat it as one. Nearly 16% of Tarrant County workers commute each day to Dallas, Census Bureau data shows.

From 2012-16, there were 934,000 workers in Tarrant County, according to the most recent Census American Community Survey results available. Of those, 146,360 workers commuted to Dallas County for their jobs, and an additional 8,100 commuted to neighboring Collin County.

But Dallas doesn’t reciprocate. Only 6 percent of Dallas County workers come to Tarrant County for their jobs, Census Bureau data shows.

Some commuters say the western part of the Metroplex is more attractive than Dallas’ east side because of good schools, cheaper housing and access to plenty of entertainment and shopping.

But Fort Worth-area leaders say the daytime migration of the work force into Dallas County and, to a lesser degree, neighboring Collin County, is an alarming trend. A December 2017 Economic Development Strategic Plan warned that Fort Worth was at risk of becoming a “suburb of Dallas” because Fort Worth didn’t have enough high-paying jobs.

Other Tarrant County cities such as Arlington, Grapevine and Keller are in a similar situation, with many of their residents heading east to work each day.

“We’re still somewhat overshadowed by the Dallas region,” said Robert Sturns, Fort Worth economic development director. “We have to do a better job telling the story about the assets we have.”

For roughly the past 15 years, Fort Worth has experienced an imbalance of its growth, with a dramatic tilt toward residential construction, Sturns said. The city’s population, now about 900,000 people, grows by about 20,000 residents per year, according to the strategic plan.

Fort Worth relies far more on residential property taxes to meet the city’s needs, with 61 percent of the tax base coming from residential development and only 39 percent from commercial areas. City officials say their goal is to reverse that ratio, so that a solid majority of the city’s property values are commercial.

City officials have crafted a tax-incentive plan to attract new businesses. The plan features annual wage requirements near \$44,000 for workers, as a way to encourage more diverse, Fortune 500-type companies to move to the area.

The city has had success luring some new companies to town — including Stanley Black & Decker, which announced in May that a factory with hundreds of jobs would be opened in the AllianceTexas area of far north Fort Worth — and aims to do more in the coming years, Sturns said.

And, it's not necessarily a bad thing that housing is more affordable in Fort Worth, they said. The average cost of a home in Fort Worth was \$173,000 last month, compared to \$215,000 in Dallas, according to Redfin, a real estate listing company.

The average cost of a home in Arlington is \$216,000, and in Grapevine it's \$360,000, according to Redfin.

But a large number of Fort Worth residents — nearly 192,000 people — still leaves the city for work, Census data shows. Between 2005-14, the percentage of commuters leaving Fort Worth jumped from 53 percent to 62 percent.

Fort Worth Mayor Betsy Price and other officials have also said the city needs more jobs in the sector of finance and other professional services, which typically require higher education for job applicants and pay higher salaries. It's those kind of jobs the city will be trying to lure to its 70,661 acres of undeveloped land, which is far more than any other city in the region has available.

"The outlook is positive if for no other reason than we have so much available land," Sturns said.

'We are in proximity of everything'

Several commuters interviewed by the Fort Worth Star-Telegram affirmed that they prefer to live in Tarrant County because of its residential amenities.

Shortly after Prem Babbili moved from Kansas to North Texas in 1991, he moved to the Hurst-Euless-Bedford area. He bought a home in Hurst in 2003 — even though his new job was more than 20 miles away in Dallas.

"My wife and I chose the Mid-Cities area because they had a good school system, in the H-E-B school district," said Babbili, who today still commutes to Dallas, where he now works as a financial analyst at UT-Southwestern Medical Center. "We felt Dallas was too congested. In the Mid-Cities, we are in proximity of everything — shopping malls, theaters, and I have friends who live in the area."

For years, Babbili made the hour-long drive from Northeast Tarrant County to Dallas, where he worked as a financial analyst for another employer. Even though the drive was grueling, he said it was worth it because he loved his Tarrant County neighborhood.

About 10 years ago, Babbili got his current job at UT-Southwestern, and colleagues encouraged him to try riding the Trinity Railway Express, which has a stop near Bell's helicopter plant on the Fort Worth-Hurst border, a few blocks from his home.

Babbili's commute is now only about 45 minutes each way, and he enjoys riding the train and making new friends. Even though his children have gone on to college, Babbili said he has no plans to move from Hurst.

The TRE trains are full of Tarrant County residents who make the daily trek to Dallas, Babbili said.

"When I'm going back home (in the afternoons), there are hardly any seats available," he said. "Sometimes I have to stand."

Another commuter, Michael Buster, lives in the Ridglea Hills neighborhood of west Fort Worth, and works about an hour and 15 minutes to the east as a commercial real estate underwriter. His office is near Central Expressway and Lover's Lane in Dallas.

Buster had worked in Southlake, when his brother mentioned that a firm in Dallas was hiring for accounting positions. Buster took the new job, and for a few months drove back and forth to Dallas before he and his wife decided to move east.

But their relocation didn't last long.

"I could walk to work, but, long-term, me and my wife weren't really Dallas people," Buster said. "We decided to move back to Fort Worth."

Buster laments that there aren't more job opportunities in real estate, banking and underwriting in Fort Worth. He would rather work and live in Tarrant County.

"There's a lot less bank flow in Fort Worth, as opposed to Dallas," he said.

But he is happy that his employer allows him to occasionally work from home.

Changing commuter habits

Despite the concerns expressed by Fort Worth leaders, Tarrant County is in a good position to benefit from commuters' changing habits, said Walter Bialas, vice president of research for JLL real estate company.

A growing number of workers — especially young professionals — are drawn to living in traditional downtown areas and commuting to jobs in the suburbs. Such an arrangement allows those workers to enjoy light traffic during a "reverse commute" — in other words, traveling the opposite direction of traditional rush-hour traffic.

Fort Worth neighborhoods including downtown, the West 7th corridor and Near Southside are good examples of places where workers can enjoy the benefits of urban living, and commute to jobs in the suburbs, Bialas said. Having an educated, highly-paid work force in those neighborhoods, Bialas said, the city could then enjoy better success recruiting more high-paying jobs to town.

From 2011-15, the number of workers "reverse commuting" jumped 12.6 percent in the Dallas-Fort Worth region, according to a JLL Smart Cities report published last year.

That study also found that more than half the Dallas work force that had obtained at least a college bachelor's degree already commutes to the suburbs. (The report didn't provide a similar number for Fort Worth.)

“When I came here seven years ago, people tended to move in one direction,” Bialas said. “In Fort Worth, it’s not just one direction that’s busy in the mornings. It’s both directions.”

Grapevine Mayor William D. Tate agrees that traffic, which for decades moved primarily to the east in the morning, is now almost as likely to head west. Tate’s city is directly north of DFW Airport, and has seen tremendous retail and restaurant growth, as well as several corporate relocations.

Tate downplays the importance of DFW Airport in luring jobs to Northeast Tarrant County. Instead, Tate believes Fort Worth’s emphasis on creating high-paying jobs within its boundaries is working.

Tate says that much of his city’s work force now travels toward Fort Worth in the mornings, and he expects that trend to continue.

“I would say a majority goes to the east, without a doubt,” Tate said. “I think you can tell by the highways. But it wasn’t that long ago that everyone was going one way in the morning, and now the morning traffic is going to Alliance, going west. It’s pretty significant now. There’s been a lot of jobs created there in the last 10 years.”

This report includes information from the Star-Telegram archives.

<https://www.star-telegram.com/news/business/growth/article235435372.html>

Panther Island to hire manager, as J.D. Granger's role with Fort Worth project changes

By Luke Ranker, Fort Worth Star-Telegram

A mild shakeup at the Trinity River Vision Authority changes the role of J.D. Granger, the executive director of the TRVA and son of U.S. Rep. Kay Granger.

Granger will no longer be the top manager of Panther Island. Someone with experience coordinating multiple government entities is needed to help finish the \$1.18 billion project, according to the authority.

Granger, who makes more than \$200,000, has worn many hats since the Trinity River project was first conceived more than a decade ago. The authority has been responsible for entertainment on the river, like Oktoberfest and Fort Worth's Forth, finalizing design standards for development on the island, and working with the U.S. Army Corps of Engineers.

Now, Granger will focus solely on working with Corps, while the new "program coordinator" will be the public face of the effort, working with the Corps, the city and the Tarrant Regional Water District.

"I would love to bring this person on board as quickly as we can," Granger said.

The project, first envisioned in the early 2000s, aims to cut a 1.5 mile bypass channel in the Trinity River north of downtown Fort Worth. The channel will form two islands, collectively known as Panther Island, and will help mitigate flooding while creating roughly 800 acres of prime real estate. It requires significant federal funding but has received little.

The project, an effort of the city, the water district and the Army Corps of Engineers, has confused the public, which sees Panther Island as entertainment, flood control and economic development, according to Dallas-based project management consultant Riveron, which delivered an assessment to the authority earlier this summer.

To clear that up, the Trinity River Vision Authority voted Wednesday to hire a program coordinator, likely on a contract basis. The water district will take on entertainment elements and the city will lead economic development, ideas the board voiced support for last month.

A time frame for hiring the coordinator and a salary was not established. In the meeting the position was described as "part-time" since the person likely would like operate on contract rather than as a full-time employee, but officials later stressed it was high-level position. The role will focus on coordinating risk management efforts.

The project coordinator was a major recommendation from Riveron, which was hired to assess the project after the federal government skipped funding Panther Island last year. Congress in 2016 authorized up to \$526 million for Panther Island, but the Trump administration has been unwilling to provide new money. The Corps, in coordination with the water district, has asked for \$30 million to \$40 million each year but has received just \$68 million since 2006.

As much as \$250 million could come to the project after Fort Worth Mayor Betsy Price met with Mick Mulvaney, the White House budget director and acting chief of staff, along with U.S. Rep. Roger Williams in July.

Asked if Wednesday's move would help convince the White House or the Army Corps to prioritize Panther Island, Jim Oliver, water district general manager and TRVA board member, nodded.

"I hope so," he said.

James Hill, a water district and TRVA board member, said the change was an effort to refocus on flood control and add fresh perspective.

"I'm excited to bringing in a new, independent coordinator to press the project forward," he said calling it a "major step in the right direction."

Granger downplayed the changes, noting that some of them had been in the works for years. Much of the authority's work is done. That included buying land needed to build the channel and cleaning up environmental risks. Only three parcels of land remain to be purchased, Granger said.

For at least two years the authority had discussed spinning entertainment ventures off, he said. The Star-Telegram reported last November such a move would likely carry tax benefits.

He also said it had long been a plan to have the city lead economic development. Though much of the land on the future island is owned by the water district, it's up to the city to approve incentives and zoning related to development, he said.

Granger indicated there may come a time when he no longer works for the district, but didn't say when that will be.

"I thought I'd be gone long before," he said. "I've always said I'll stay here until this thing's on cruise control. I think we're right about there, and so that's at least my commitment to local community."

<https://www.star-telegram.com/news/local/fort-worth/article235706872.html>

Electric Roads Could Be a Path to a Driverless Future

Israel and Sweden experiment with a new way to increase the uses of electric cars.

By Clifford Krauss, New York Times

BEIT YANNAI, Israel — Electric vehicles can significantly reduce greenhouse gas emissions, at least in theory. But challenges to wide acceptance remain significant: Batteries are expensive, charging stations are few and far between, and recharging takes far more time than a fill-up at the pump.

A technological breakthrough is needed, and many companies are working on ways to make charging faster and travel range longer. Advances have been frustratingly slow.

A small Israeli start-up called Electreon has another idea: electrify the roads to recharge vehicles as they are driven.

At its test site on a boarding school campus outside Tel Aviv, the company has placed copper coils under 900 feet of circular pavement that transmit recharging wireless energy to an electric Renault Zoe test car as it drives by.

Since there are countless miles of road around the world, Electreon is aiming to electrify urban bus and shuttle routes first, in an effort to clean Israel's city air and reduce the country's dependence on imported oil.

Over time, Electreon executives hope to go global and make "all-electric city transport" the wave of the future.

"This project has the potential to move the electrification revolution to mass implementation," said Noam Ilan, a company co-founder and vice president for business development.

But first Electreon is taking baby steps with two separate pilot projects planned. The city of Tel Aviv and the local, private Dan bus company are planning to deploy a mile of electrified road at the end of the year and gradually expand deployment of the coils to specified lanes around the city for buses, trucks and eventually autonomous cars. The Israeli Ministry of Transportation has granted \$2 million in seed money for the project, while Dan has contributed an electric bus and invested \$3.3 million in Electreon.

Sweden is planning a similar project on the Baltic Sea island of Gotland using Electreon technology to recharge an airport shuttle bus supplied by Dan and an electric truck at a cost of \$12 million, mostly financed by the Swedish government. The test will be an initial step in Sweden's plans to eventually build more than a thousand miles of electrified high-speed highways at a cost of \$3 billion.

The announcement in May that it had won the Swedish bid gave Electreon new credibility since the Israeli company beat out Alstom and Volvo, two global heavyweights, which offered different technological solutions.

Electreon's early triumph in Sweden was particularly sweet given that a handful of other companies had previously attempted charging on test tracks, particularly in South Korea, but with little success. Up to now, wireless charging has been mostly limited to parked vehicles.

Electric cars are becoming more popular around the world. But battery-charged buses have barely made a dent in the global market outside of China, which has developed a large fleet with government subsidies and other incentives. There are only a few hundred electric buses operating in the United States, although China and Europe are further along. Worldwide, electric trucks are even further behind.

If proven to be economically viable, Electreon could revolutionize urban public transportation. The company's "smart roads" concept entails recharging vehicles by transmitting wireless energy from the coils through the pavement and into lightweight receivers placed below the chassis of buses, which operate on fixed routes, and then delivery trucks and other vehicles.

"It's a technological and financial challenge, but if it works it could be a real game-changer for electric vehicles," said Dan Becker, [director of the Safe Climate Campaign in Washington](#), which advocates for lower emission vehicles. "It would free the vehicle from the plug. It would allow smaller batteries, the most expensive component of the vehicle. And it would reduce their weight so there would be less weight for the vehicle to schlep along."

Frost and Sullivan, an international consultancy, has predicted that Electreon could install electrified roads in more than 150 locations in Israel and Europe by 2025. The consultancy views great environmental potential for a technology like Electreon's, noting in one study that nearly two-thirds of all vehicle travel happens in cities and nearly a quarter of all carbon emissions comes from transportation.

The Electreon system will require vehicles with batteries, but the batteries can be far smaller and lighter because the vehicles will constantly recharge and therefore will need minimal storage capacity.

Executives say roads can be easily retrofitted, and nearly two-thirds of a mile of road can be outfitted during a night construction shift.

An asphalt scraper digs a shallow trench in the road, while a second vehicle installs the charging strips and covers them with fresh asphalt. Power is delivered to the road from the electricity grid by power inverters installed on the sides of the road.

Once the strips are deployed, roads would rarely if ever need to be dug up for repairs, Mr. Ilan said.

Electric buses could be made more economical because the five-ton batteries for electric buses can cost \$250,000 or more, a big expense for a city like Tel Aviv that has more than 1,000 buses.

Israeli officials are intrigued, though not entirely convinced.

"I don't think the technology is 100 percent proven yet," said [Ofer Bloch, president of Israel Electric](#), the state-owned power utility. But he added, "They are doing something that might work someday."

Electreon was founded in 2013 by a couple of engineers from Elbit Systems, a prominent Israeli aerospace company with global operations, and has roughly 20 employees. Their lab is decidedly makeshift, with the look of a high school electronics lab. The charging apparatus for the test track is rigged to the back of a car using a Thule bike rack and metal rods. Surf boards lean against the walls for breaks at a nearby Mediterranean beach.

Mr. Ilan said such breaks spark creativity. He insists that Electreon has an almost limitless potential revenue stream from tolls on its roads and systems to bill registered vehicle customers for the electricity they use. Revenues would likely be shared with local utilities, he said.

Michael Webber, an energy expert at the University of Texas at Austin, cautioned that a major breakthrough in battery technology could overshadow Electreon's efforts. And he said the Electreon system will have to prove to be more economical, cleaner and higher performing than buses that run on compressed natural gas or electrified buses that operate with overhead recharging wires that already operate in Seattle, Berlin and many other cities.

"We have to see, maybe it will be better," Mr. Webber added. "I give Israel and Sweden credit for dabbling in this."

Mr. Ilan said his system was superior to compressed natural gas because gas is a fossil fuel that emits greenhouse gases. And overhead recharging wires, while workable like traditional trolleys, "have a serious visual impact that no one wants anymore," he said.

"The future for us is autonomous shuttles and trucks with tiny batteries, no driver and 24-7 operations," Mr. Ilan said. "Drivers are going to disappear."

<https://www.nytimes.com/2019/10/07/business/energy-environment/electric-roads-cars-israel-sweden.html>

Here's why Uber wants to put self-driving cars on downtown Dallas streets

The company will host a town hall on Tuesday to talk about its self-driving technology and plans for Dallas.

By Melissa Repko, Dallas Morning News

Uber may be based in San Francisco, but lately it's made a lot of moves in Dallas.

It's opening a major corporate hub in Deep Ellum that it expects to grow to at least 3,000 employees. It plans to test its futuristic urban air taxi service in North Texas. And starting this November, it will map streets in downtown Dallas and decide whether to test self-driving cars in the city.

The transportation company's presence in North Texas is expanding even as it faces significant roadblocks. Its debut on the stock market disappointed investors. It's had two rounds of layoffs in recent months. And its stepping up self-driving tests again after a very public setback. One of Uber's self-driving cars killed a pedestrian last year in Arizona and brought testing to a months-long halt.

Uber's self-driving cars are back on the road in Pittsburgh, near the headquarters of its Advanced Technologies Group. It's pressing ahead with plans for a self-driving future by mapping other cities — including Dallas.

On Tuesday, the company will host a town hall in Dallas where the public can learn more and ask questions. Ahead of the event, The Dallas Morning News spoke to Eric Meyhofer, head of Uber's Advanced Technologies Group. His comments have been edited for brevity and clarity.

Self-driving technology is pricey to develop and comes with a lot of risks. Why is it so important to Uber and its future?

Self-driving is a really fantastic opportunity for Uber to have a product offering that's safer, better and less expensive. You can imagine a world where people would have mobility like they do with Uber today, but at a price point that matches their wallets better and also has a better level of safety. There are about 40,000 people a year in the United States who die in car accidents, and that number is going up. It's because of distracted drivers and devices. We can make a dent in that. And we can make an experience that's even better so people will like it even more.

Why did you pick Dallas as a place to map and collect data and potentially test self-driving cars?

Dallas has been a first-class partner to Uber. It's a place where we're going to be putting our new HQ2 and where we are going to land our [urban air taxi service] Uber Elevate. Dallas is really inviting from a regulatory perspective and with the support of the city.

Will you start in certain parts of downtown Dallas or cast a wide net?

We will do the wide net from satellite. From the wide net, we will down-select. That's done without going to the city streets. For example, we are only going to run 25 miles per hour. We will remove everything that's not 25 mph. We'll keep down-selecting and removing things, and then we'll have areas that match what our tech development road map is. We will only run in the daytime. We will not run in the rain and we will only go 25 mph.

What are the odds of self-driving cars actually hitting the road in Dallas?

They're high, based on what we've seen so far. What we've seen isn't just a study of geography. It's the commitment that Uber is making in the city and how officials in the city are responding to us. We're excited, and it's very likely that there are areas of the city where it makes sense for us to have this technology.

You've spoken at events about people who jump in front of self-driving cars or even made rude gestures at them. Some people are afraid of self-driving cars, too. What convinces you the public will ultimately accept them?

The process that we're doing with the town halls right now is about sharing and teaching and hearing people's concerns and giving people a voice. Being heard matters a lot.

Uber is not going to stand up a product that is a self-driving product. It is going to be integrated into Uber. And if you ask for a ride from one address to another and those two addresses fall within the route set that self-driving cars serve, you'll get a notice that says, 'Hey, you've been paired with a self-driving car. Would you like to try that or would you like to have a driver partner pick you up?' So you get to choose. And what happens is when you get a choice, you're more empowered and you are more curious and you have more of a tendency to lean in and be bold.

Uber had a crash in Arizona and some of Uber's own employees have been critical of its safety practices. Why should the public trust Uber as it puts self-driving cars on the road again?

This is going to be a "show, don't tell" kind of situation. The amount of things we've changed and how we've developed as a company as a result of the crash in Tempe is significant. We are very proud of our safety culture and how serious we are about it. Part of what we're doing is demonstrating that. We're telling people what's going on. We're telling people how we are going to do it. We are not rolling in at night with a thousand cars. We are coming in slow and soft and showing people how these things look in their neighborhoods, feel in their neighborhoods and giving them the chance to actually trust the presence of them. I really think the thing people need to do is see it, touch it, get used to it – or reject it. And we'll see how they respond.

I you go | Uber town hall

Uber officials are inviting members of the public to a town hall where they'll answer questions about the company's self-driving technology and plans for Dallas. The event is 5 p.m. Tuesday, Oct. 8, at the company's new office at 2550 Pacific Ave., Dallas.

Attendance is capped at 200 people and registration is required. Register to attend here.

<https://www.dallasnews.com/business/technology/2019/10/06/uber-wants-put-self-driving-cars-downtown-dallas-streets/>

Tarrant County eligible to compete for slice of \$53M in federal funds to mitigate flooding

By Tessa Weinberg, Fort Worth Star-Telegram

AUSTIN

Because of heavy rains and flooding in 2015 that submerged roads and opened a sinkhole at the Dallas/Fort Worth Airport, Tarrant County is eligible to compete for a portion of nearly \$53 million in federal funds to mitigate future natural disasters.

But it will likely be months before the county will know what projects may fit the criteria to apply. Gov. Greg Abbott announced Friday that Commissioner George P. Bush and the Texas General Land Office will lead a statewide plan to distribute nearly \$4.4 billion. Appropriated by Congress in February 2018, the money comes from the Community Development Block Grant for Mitigation from the U.S. Department of Housing and Urban Development.

According to a news release, “large-scale, regional projects” will be prioritized, with the goal of saving lives and improving the state’s resiliency in the face of hurricanes and other natural disasters.

The bulk will go toward areas affected by Hurricane Harvey, but Houston and Harris County did not receive funding directly for Harvey recovery efforts like they have in the past.

“HUD did not provide that this time for them, so they left it to the state to decide whether or not to do that,” said Brittany Eck, a spokeswoman for the Texas General Land Office. “Governor Abbott decided that we would not do direct allocations for a multitude of reasons, but one of them being that we want to look beyond just city and county borders.”

Eck said the emphasis will be on projects that can benefit affected areas, regardless of where they are based.

A spokesman for the governor’s office [told KTRK in Houston](#) that Houston and Harris County’s “lack of movement” on housing recovery in the wake of Hurricane Harvey was a reason the city and county did not receive direct allocations.

“The state of Texas is committed to making our communities more resilient to natural disasters,” Abbott said in Friday’s news release. “Today we are pushing forward with the single-largest mitigation program our state has ever seen.”

Tarrant County is eligible to apply for a portion of the nearly \$53 million allocation because of 2015 floods that local officials [estimated caused up](#) to \$14.3 million in damage. The May 2015 floods killed 31 people, with 27 of them in Texas and four in Oklahoma, [according to a Texas General Land Office report](#).

However, it’s too early to say what local projects may be eligible to receive money, Tarrant County spokesman Bill Hanna said. The county will have to wait until the Texas General Land Office receives federal approval of a state action plan, a process expected to take nine months or more to complete, according to the news release.

The state was able to begin drafting a plan after HUD published rules [for the funds in late August](#). The action plan is already around 300 pages long, Eck said.

Flash flooding has been a persistent issue in Fort Worth, with residents sharing fearful accounts of navigating rising waters. Michelle Gutt, a spokeswoman for the city, said it is still determining possible opportunities.

In November, voters will have the opportunity to vote on Proposition 8, a constitutional amendment that, if approved, would establish a flood infrastructure fund to assist in the financing of drainage, flood mitigation and flood control projects.

“Texas’ top disaster preparedness and recovery leaders are focused on accomplishing broad, wide ranging projects that will benefit the most Texans,” Bush said in the news release. “I am committed to maximizing this historic funding by prioritizing regional partnerships to protect Texans from future storms.”

Altogether, 140 counties will be eligible to apply for a portion of the funds.

Reporter Luke Ranker contributed to this story.

<https://www.star-telegram.com/news/politics-government/article235806157.html>

Auto emissions in Dallas-Fort Worth have more than doubled since 1990, analysis finds

The analysis shows that emissions in Dallas-Fort Worth emission hardly faltered even after the recession, and that emissions have increased in the past few years.

North Texans like to drive, and it shows.

Since 1990, auto emissions in Dallas-Fort Worth have risen by 133% — or 27% per person — according to a new analysis by The New York Times, which identified the 100 metro areas with the most emissions from driving

The analysis found that although efforts have been made in the U.S. to lower carbon dioxide emissions from electric grids, auto emissions have stayed high. The country's 250 million cars, trucks and SUVs make up almost 60% of those emissions, and freight trucks add another 23%, the Times reported.

The analysis is based on Boston University's Database of Road Transportation Emissions and population figures from the National Institutes of Health and the U.S. Census Bureau. The database is based on federal traffic data calculated into the number of miles traveled on local segments of each U.S. road. Those miles were converted to carbon-dioxide emissions by estimating fuel consumption by different types of vehicles.

Despite a short-lived dip in emissions in the late-2000s recession, New York-area drivers accounted for the largest share of carbon dioxide, according to the Times.

The analysis shows that emissions in Dallas-Fort Worth emission hardly faltered even after the recession, and that emissions have increased in the past few years.

When emission rates were adjusted for population, the analysis found that New Yorkers contributed less carbon dioxide than than North Texas drivers, in part because New York is more transit friendly.

Conor Gately, a postdoctoral researcher at Boston University, told the Times the suburban driving, including commuting, has played a significant role in expanding the carbon footprint of urban areas.

"Big, long-term change needs to happen in America's cities," he said.

Dallas is in the middle of developing its first climate action plan, which is expected to address issues including transportation, energy efficiency, waste, recycling, water resources, local and urban food landscapes, and climate adaptation and sustainability.

A survey created by the city to gather public feedback on potential solutions for the climate plan offered a glimpse at what policies Dallas residents could see from the plan regarding transportation.

The survey asks Dallas residents to rank their top three factors that would encourage them to participate in alternative commuting. Options include subsidized DART passes; employer-assisted carpool, vanpool or ride-share programs; employee discounts or rebates when parking spaces aren't used; showers and lockers at offices spaces along with secure bicycle parking; bike-to-work programs; and better sidewalk, trail and bike-lane infrastructure.

The survey also asks residents to rank the top three factors that would encourage them to buy or lease an electric or alternative-fuel vehicle. Some of those options include tax credits or financial incentives and more vehicle-charging infrastructure.

The plan is expected to be rolled out in April.

Deb Niemeier, a professor of civil and environmental engineering at the University of Maryland, told the Times that lowering auto emissions requires technological and behavioral change, meaning vehicles need to pollute less, but people need to drive less, too.

“Every city has some workable strategies to lower vehicle related greenhouse-gas emissions,” Niemeier said. “What works in New York City will not work in Dallas-Fort Worth.”

<https://www.dallasnews.com/news/transportation/2019/10/10/auto-emissions-in-dallas-fort-worth-have-more-than-doubled-since-1990-analysis-finds/>

Hyperloop could come to North Texas sooner than expected

By Eric Alvarez, WFAA (Posted by Dallas Business Journal)

Virgin's Hyperloop One is eyeing North Texas as a site for a certification facility, according to the Regional Transportation Council.

The electromagnetic tube technology which boasts speeds of 670 miles an hour would take passengers from DFW to Laredo in about 45 minutes.

Trips from North Texas to Austin would take about 17 minutes. And it would take about 25 minutes from North Texas to San Antonio.

The company has already completed trial runs in its testing facility in Nevada, but is looking to create a larger certification facility somewhere in the United States.

"We very much would like to be that particular facility," said Michael Morris, director of Transportation. "We are going through a process to see where in our region may be locations."

Morris presented to the council a report on how the region would respond to the anticipated request for proposals from the company at Thursday's monthly meeting in Arlington.

Jeff Williams, Arlington's mayor, said with a booming population, he's excited to see if North Texas is chosen as a site for the facility and the proposed route.

"It's exciting that Hyperloop has identified North Texas as one of the areas that they are considering doing the first Hyperloop in the United States," Williams said.

The facility would require a large space to be developed over the next four years.

According to Thursday's presentation, the certification facility would require the construction of a mile of tube between February 2020 and August 2021 with up to nine miles by November 2023.

For more local news, visit WFAA.com.

<https://www.bizjournals.com/dallas/news/2019/10/11/hyperloop-north-texas.html>

Panther Island: Developers should go through Fort Worth, not Trinity River Vision

By Luke Ranker, Fort Worth Star-Telegram

FORT WORTH

Development on the planned Panther Island near downtown Fort Worth will start and stop with the city.

That's the way development works across Fort Worth, but that has not exactly been the case with builders interested in the 800 acre island that the U.S. Army Corps of Engineers flood mitigation project would create, if it ever gets needed federal dollars.

Instead, developers pitched ideas to a review board that operated under the Trinity River Vision Authority, the coordinating body headed by J.D. Granger. That review board, like the TRVA board, was made up of representatives from the city and water district that vetted projects before builders ultimately went to the city for permits.

The Fort Worth City Council Tuesday approved stripping references to the Trinity River Vision Authority from the city's development code to make it clear that from now on prospective developers need to go to the city, not the TRVA, with ideas. It follows recommendations from Dallas-based project management consultant Riveron, which suggested confusion about what Panther Island has had hurt the project's image.

"It's letting the people who have the economic development expertise put that stuff through," said Randle Harwood, the city's director of planning.

Granger, the executive director of TRVA and the son of U.S. Rep Kay Granger, has long argued the authority never did economic development because it didn't build anything. Instead, the authority helped form design and zoning standards for the area that will be Panther Island, planned infrastructure and vetted potential projects. Earlier this month he said the power to provide incentives or tax abatement to spur development has always been the city's responsibility.

"That's always been in the city's wheelhouse, and it'll stay there," he said Oct. 2. "They're actually going to step up into a larger role, and it's time for that."

The area is ready for development, Granger said, saying developers are "knocking on doors all the time."

Dallas-based Encore Enterprises has already started work on a 300-unit apartment complex on North Main Street called Encore Panther Island. Work had been progressing until foundation issues forced the contractor to tear down the garage earlier this summer.

Besides that project, little activity can be seen on the 800-acre island, and the city and water district have been at odds over why. In July water district officials said the the city's unwillingness build utilities in the area had stifled growth.

One developer approached the water district with a concept for \$250 million worth of investment on district-owned land near LaGrave Field, manager Jim Oliver said at the time. The builder was

unable to get the project off the ground because the property lacked access to city utilities, he said.

The city has been slow to invest in utility work, citing concern over federal funding. Congress in 2016 authorized up to \$526 million for Panther Island, but the Trump administration has been unwilling to provide new money. The Corps, in coordination with the water district, has asked for \$30 million to \$40 million each year but has received just \$68 million since 2006.

Harwood has said the city is not holding up development, and agrees there has been significant speculation.

“I think there’s people that are ready to go when parts of the island are ready to go,” he said.

Design standards for the area include a pedestrian friendly layout of buildings that can support 10,000 residents as well as commercial office space.

Robert Sturns, the city’s director of economic development, said those standards could morph. The area could become more dense or may be marketed as a possible corporate headquarters. He said he’s optimistic the area will develop over the coming years.

“You look at what’s already been developed in West Seventh and Near Southside, for example, there’s obviously a significant market here,” he said.

Since in September, the TRVA has approved all of Riveron’s suggestions, including tweaking Granger’s role. A project coordinator, also referred to as a risk manager, will be hired on a contract basis while Granger will focus on working with the Army Corps on channel work.

<https://www.star-telegram.com/news/local/fort-worth/article236034128.html>

Local Texas officials balk at animus toward cities, plans for sales tax cuts in legislators' secretly recorded meeting

The recording revealed that top Republican lawmakers wanted the 2019 session to be painful for cities and counties — and 2021 to be even worse.

BY [JUAN PABLO GARNHAM](#) AND [DAVIS RICH](#) OCT. 15, 2019 7 PM

The recording of a conversation between two top Republican state lawmakers and a conservative activist released Tuesday exposed legislators' intentional political targeting of cities and counties — and their plans to make the 2021 legislative session even more painful for local governments.

“Any mayor, county judge that was dumb ass enough to come meet with me, I told them with great clarity, my goal is for this to be the worst session in the history of the legislature for cities and counties,” Texas House Speaker Dennis Bonnen, R-Angleton, said in the recording.

“I hope the next session is even worse,” Republican state Rep. [Dustin Burrows](#) of Lubbock replied.

Bonnen then said he was “all in for that.”

The 64-minute recording was part of a [conversation between Bonnen, Burrows and Michael Quinn Sullivan](#), who is the CEO of the hardline conservative group Empower Texans. Slowly leaked details of the meeting — and accusations that Bonnen offered Sullivan press credentials to his group in exchange for [politically targeting sitting House members](#) — have roiled the lower chamber for months.

But shortly after Sullivan released the recording Tuesday, it publicly exposed Bonnen's apparent animus toward local leaders during his first session as speaker — and Burrows' plans to take away a major revenue stream local governments use to finance everything from public transit agencies, major sporting venues, corporate relocations and some emergency response services.

The three men discussed failed plans during the 2019 session to forbid local governments from using tax funds to pay for the services of lobbyists who advocate on behalf of cities and counties. The 10 lawmakers Bonnen and Burrows suggested Sullivan's group could target in next year's elections voted against a bill that would have prohibited such local expenditures.

Several details in the recording drew almost immediate criticism from local leaders from across the state.

“The people of your community didn’t send you to Austin to ignore their local municipal and county governments,” Houston Mayor Sylvester Turner said in a statement. “In fact the opposite, they expect you to listen.”

Austin Mayor Steve Adler also condemned the men's words.

“It is a failure of State leadership for there to be such division between cities and our State,” Adler said in a statement. “Our cities are our State’s incubators of innovation and engines of economic development. Most Texans live in cities. We need each other to be great. Maybe with this daylight, things will change.”

Bonnen and Burrows — as well as the mayors of Dallas, El Paso and San Antonio — could not be reached for comment Tuesday.

About 84% of Texans live in urban areas. But as the state’s cities — and even some suburbs — have become more Democratic, officials within the Republican-controlled state government have often sparred with local leaders on everything from homelessness to immigration and ride-sharing regulation.

“Where do we have all our problems in America?” Republican Lt. Gov. [Dan Patrick](#) asked in a televised interview in 2017. “In our cities — that are mostly controlled by Democrat mayors and Democrat city councilmen and women. That's where you see liberal policies. That's where you see high taxes. That's where you see street crime.”

Legislative aim

During the last session, the Legislature limited how much local governments can collect in property tax revenues without voter approval, banned red-light cameras and eliminated some telecommunications fees paid to local entities. All three of those measures heavily [impacted municipal budgets](#).

Senate Bill 2, signed by Gov. [Greg Abbott](#) in June, included a provision that requires local governments to hold an election before raising 3.5% more property tax revenue than the previous year. An earlier law set the threshold at 8%. Some mayors said Republicans failed to provide a rationale for why the threshold was reduced to 3.5% instead of a more modest reduction.

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State Rep. [Ina Minjarez](#), D-San Antonio, said she felt discouraged about what Bonnen and Burrows said in the recording.

“I know how hard Bexar County worked during the session and they did so thinking that they were in an equal field,” she said. “It’s heartbreaking to know that the citizens were disregarded and it seems they will be disregarded for next session.”

The Texas Municipal League, an interest group which lobbies on behalf of 1,156 Texas cities, once had a highly collaborative relationship with state lawmakers. But the organization has increasingly collided with GOP lawmakers in recent years. The group [opposed more than 150 bills in the Legislature this spring](#).

“It is shocking to hear a state official express such animosity toward the cities and counties in his own state,” TML Executive Director Bennett Sandlin said in a statement. “It’s appalling he fails to recognize that pursuing his personal vendetta will ultimately harm Texans who live in our cities.”

The GOP-backed proposal to ban taxpayer funded lobbying failed in a House vote after several Republicans opposed the measure. In the recording, Burrows told Sullivan that banning taxpayer-funded lobbying will be a “benchmark” for the 2021 session.

Plans for sales tax revenues

At one point in the recording, Burrows also said he had a plan to lower property taxes, which cities, counties and school districts rely on to fund the services they provide. His plan apparently relies on replacing those revenue streams with the portion of sales tax revenues that local governments also use to pay for things like public transit, corporate relocations and emergency services.

Burrows apparently doesn’t mention what local governments should do to fund such services and projects in lieu of those sales tax revenues.

“I’ve pitched this to the governor, I’ve started pitching this to some of my colleagues,” Burrows said. “Why don’t we just take the two local pennies that are being used for economic development and put those into driving down property taxes? We don’t raise anything, it’s already a statewide average, it’s economic development dollars, we hate cities and counties.”

Those “two pennies” are used in a wide range of ways, including financing health districts and building the new baseball stadium in Arlington.

“We rely on those two cents,” Sandlin said. “Sales taxes are our second most important source of revenue. To take those would be unconscionable.”

Lawmakers this year suggested raising the sales tax to help pay for public education so school districts could lower property tax rates. The idea gained little traction.

Democratic legislators worry an anti-local government attitude will remain during the next legislative session. Abbott this year sent state troopers to Dallas after that city experience a spike in homicides. And he's threatening to send Department of Public Safety officers and other state employees to Austin's streets if city officials don't reverse a decision to loosen some homelessness ordinances.

"It's worrisome," said state Rep. [Ana-Maria Ramos](#), whom Bonnen said in the recording he doesn't like. "It's terrifying when you look at the bigger picture. They know where the demographic trends are going. We must wake up and do something about it."

Disclosure: Steve Adler, a former Texas Tribune board chairman, and Texas Municipal League have been financial supporters of the Tribune, a nonprofit, nonpartisan news organization that is funded in part by donations from members, foundations and corporate sponsors. Financial supporters play no role in the Tribune's journalism. Find a complete list of them [here](#).

Renderings: More details revealed for the Klyde Warren Park expansion

By [David Ajamy](#) – Digital Reporter, Dallas Business Journal
a day ago

With ground set to be broken in late 2021 and a completion date in mid-2024, Dallas' Klyde Warren Park is expected to grow.

What is being called Phase 2.0 will feature both an expansion and enhancement of the current park.

The expansion over the Woodall Rodgers Freeway towards Field Street will add 1.5 acres to the already 5.2-acre downtown park.

The addition to the park will include a three-story enclosed pavilion that eventually will host special events and generate revenue to support the park and its programs.

Located on the block between St. Paul and Akard, the pavilion will feature a café, rooftop deck and events ballroom. There is also space for a ground-floor tenant, which VisitDallas plans to occupy.

In addition to the pavilion, a 36,000-square-foot multi-use green space along Akard will be built.

Enhancements-wise, the park will also gain a water fountain on Pearl St. and an expansion and enhancement of the children's park.

The currently unnamed pavilion was designed by Gensler, while the larger expansion project was collaborative effort by Gensler, HKS, Jacobs and OJB Landscape Architecture.

A commitment of \$40 million has already been made from the public side of the public-private partnership. This includes funds from both the North Central Texas Council of Governments Regional Transportation Council and the City of Dallas.

The \$40 million will be used exclusively for the construction of the deck where both additions will sit.

The Kelcy Warren family has pledged an additional \$20 million of the additional \$60 million in funds that will be utilized to construct the additional amenities on top of the deck.

U.S. traffic fatalities fall again

Safety technology gets part of credit; record worsens for pedestrians, cyclists, big rigs

By Tom Krisher The Associated Press

DETROIT — Traffic deaths have fallen for the second straight year, the U.S. road safety agency says.

The National Highway Traffic Safety Administration attributed the 2.4% drop in 2018 partly to technology in newer vehicles that can prevent crashes. A total of 36,560 people died on the nation's roads in 2018.

The agency says the downward trend is continuing, with fatalities down an estimated 3.4% in the first half of 2019.

“This is encouraging news, but still far too many perished or were injured, and nearly all crashes are preventable, so much more work remains to be done to make America's roads safer for everyone,” Transportation Secretary Elaine Chao, whose department oversees NHTSA, said in a statement.

Pedestrian deaths rose 3.4%, and the number of people killed on bicycles and other pedaled vehicles went up 6.3%. Deaths in large-truck crashes rose nearly 1%.

The overall declines in 2017 and 2018 followed two years of large increases blamed on people driving more as the economy improved.

Most of the pedestrian deaths, 76%, and half the bicyclist deaths occurred after dark, and some pedestrians and cyclists had alcohol in their systems. Seventy-four percent of the pedestrian deaths occurred outside of intersections.

NHTSA also said it would look into the increase in SUVs as a factor in the increases. The higher seating position in SUVs might make it harder for drivers to see pedestrians and cyclists. The agency said the number of deaths in crashes with distracted drivers was 2,841 in 2018, or 7.8% of total traffic deaths. That was down 12.4% from 2017, according to the agency.

The Truck Safety Coalition, an advocacy group, said crashes involving at least one large truck killed 4,951 people last year. In a statement, the group said fatalities involving large trucks have increased 46.5% in the past decade, yet the Trump administration has pushed to make it easier for truck drivers to work 17-hour days, and to remove a requirement that truckers take a 30-minute break after eight hours of work.

At the same time, the Transportation Department hasn't done anything to advance safety rules that would require automatic emergency braking or electronic speed limiters for big rigs, the statement said.

- The number of children, newborn to 14, who were killed dropped 10%.
- Speed-related fatalities fell nearly 6%
- Alcohol-impaired fatalities declined 3.6%.
- Motorcyclist fatalities were down 4.7%.

Nationwide transit ridership is plummeting: Can San Diego's high-speed rail proposal buck the trend?

By [JOSHUA EMERSON SMITH](#)

SAN DIEGO — Elected officials are preparing to ask San Diegans to approve not one but [two tax increases](#) to fund billions of dollars in bus and rail investments, including a San Diego Grand Central Station to connect riders to the airport.

The ask comes at a time when many cities around the country — from Atlanta to Houston to Los Angeles — have invested heavily in public transit only to lose riders. Seattle is the only major metropolitan region in the U.S. that has seen ridership increase in recent years.

Those who hope to see San Diego follow Seattle's example say it will take more than spending massive amounts of taxpayer dollars. It's going to take something politicians in Southern California and beyond have been reluctant to do: Make it harder to drive.

“Los Angeles is very much a cautionary tale,” said Michael Manville, a professor of urban planning at UCLA's Luskin School of Public Affairs. “You can't take a region that is overwhelmingly designed to facilitate automobile travel and change the way people move around just by laying some rail tracks over it.”

Transportation experts have recommended bold steps for metropolitan regions attempting to get people out of cars and onto public transit, including eliminating parking in major job centers, encouraging dense neighborhoods with vibrant street life, ending freeway expansions and limiting suburban home construction. Most have also called for instituting some form of congestion pricing, such as highway and road tolls that fluctuate based on traffic.

It's unclear whether the San Diego region will see walkable urban communities sprout up around bustling new train stations, but the idea is gaining traction, at least in the region's larger cities.

San Diego Mayor Kevin Faulconer, arguably the most high-profile elected official in the region pushing for a major transit expansion, has called for a [“balanced approach,”](#) including building a new high-speed rail system and adding lanes to state routes 78 and 67.

It's the kind of strategy for transportation planning that some say has led other cities to spend billions on transit systems that many people don't ride.

In his own city, the Republican official has taken some major steps to increase density, including nixing parking requirements around transit stops and unveiling a plan to lift height limits on new construction in those areas.

Still, transforming the region would probably take decades of dedication by local leaders and policies likely to upset many homeowners, said Mark Hallenbeck, director of the Washington State Transportation Center at the University of Washington.

"I won't say it's an insurmountable problem, but it's really hard to change it," Hallenbeck said.

"The heart of whether this will be successful or not is how much stuff are you going to build within walking distance of these stations," he said. "Can you stop growth from going out to Santee and Poway?"

Road to the Emerald City

Hallenbeck said a large part of Seattle's success has been its urban growth boundary, which restricts how far out the city can build. The metropolitan area is also surrounded by water and ridge lines that deter sprawl.

At the same time, Seattle's major employers, such as Amazon and the Fred Hutchinson Cancer Research Center, along with associated biotech businesses, are all centrally located. The city's major stadiums are also downtown.

As a result, traffic in Seattle is notoriously gridlocked, but its bus and light-rail systems are well used, according to an analysis of federal data out of MIT. Since 2002, the region has seen a per capita ridership increase of 22%.

Over the same period, the L.A. region saw a ridership decrease of 11%, while the Houston and Dallas-Fort Worth regions in Texas both saw a whopping 28% drop.

"I don't think there's a magic formula that people are keeping secret from cities," said Yonah Freemark, a doctoral candidate in urban studies at MIT, who compiled the figures on his website [the Transport Politic](#).

“You have to make sure it’s not so easy to drive around, and that means reducing the amount of parking that’s available or that is required for new [building] projects,” he said. “It means reducing the number of car lanes and, in some cases, increasing the taxes on gasoline.”

Many regions have blamed their transit woes on the economic rebound from the 2008 global financial crash, as well as the rise of ride-hailing companies such as Uber and Lyft. However, Freemark said, that can’t be the whole story, as other cities affected by those trends have made significant gains in transit ridership in recent years.

Beyond Seattle, cities throughout France, for example, have been seeing significant gains over the last decade, including a 9% per capita ridership increase in Paris, a 19% bump in Strasbourg and a 43% jump in Bordeaux.

Freemark said many of these cities could have chosen to sprawl into the countryside but have instead restricted growth.

No place like home

San Diego faces some unique challenges when it comes to planning its multibillion-dollar [100-mph rail system](#). Most notably, the [region’s employment centers are decentralized](#).

Downtown San Diego, the densest and easiest location to serve with transit, has only 5% of the region’s employees.

The largest job hubs are auto-centric Sorrento Valley and Kearny Mesa, but even those areas combined have only about 16% of the region’s workers.

San Diegans drive long distances all over the county to get to work, with major employment centers located from National City to El Cajon to Escondido and Carlsbad.

The San Diego Assn. of Governments’ ambitious rail plan includes laying hundreds of miles of track throughout the county to connect residential areas to these job centers. Agency experts are analyzing the region’s commuter patterns in an attempt to design rail service that lures commuters off the most congested highway corridors.

The lines, many of which are planned as subways, will go through existing residential areas with the added aim of encouraging dense development along the routes.

“I think this region is more suited to follow up with transit-oriented development than any other region in the country,” said SANDAG Executive Director Hasan Ikhtrata. “All California and the U.S. is designed around the car, around the interstate system. It took 50 years to have the land use we have. It’s going to take 50 years to reverse it with the rail.”

To pay for it, top transportation officials are eyeing a 1-cent sales tax increase on the November 2022 ballot that could bring in about \$100 billion through 2062.

However, some outside experts have raised concerns about SANDAG’s proposed approach.

“It’s a pretty comprehensive commuter rail map, but it’s not going to address the sprawl issue,” said Ethan Elkind, director of the climate program at UC Berkeley’s Center for Law, Energy and the Environment. “If anything, it might make sprawl worse, and these tend to be expensive to run.”

Elkind said the region would do better to encourage employers to move to more central and walkable locations before building fixed rail lines.

“It’s about San Diego leaders working with their businesses to encourage them to locate back downtown along transit lines and give them some incentives to do so,” he said.

Funding a more limited transit system that services only the most urban communities could be more feasible now in San Diego. In the past, SANDAG would have needed to put its tax proposal before all voters in the county.

However, a new law spearheaded by Assemblyman Todd Gloria (D-San Diego) gives metropolitan planning organizations such as SANDAG the ability to place tax proposals before selected jurisdictions within a county.

For example, SANDAG’s board of 21 elected officials from around the region could decide to ask only the voters in the cities of San Diego, Chula Vista and National City to fund a new rail system. With two-thirds voter approval, the new levy would be enacted only in those cities.

That would eliminate the need for support from North and East County communities that have routinely opposed transit expansions.

Such a subregional ballot measure could concentrate new rail lines within the most urban communities, eliminating the need to run long and costly service to far-flung parts of the county.

Virgin Hyperloop One proposes Texas routes for high-speed transportation

BY AUSTIN MARTINEZ

Virgin Hyperloop One has identified Texas as a possible location for its high-speed transportation system.

The company hopes to implement a Dallas-Laredo-Houston route by the mid-2020s, said Ryan Kelly, head of marketing and communications for Virgin Hyperloop One. Austin and San Antonio will be on Hyperloop's Texas route. According to Virgin Hyperloop One's website, the route would take passengers from Dallas to Austin in about 25 minutes.

Kelly said the \$15 billion project would use pod vehicles within low-pressure tubes moved by magnetic levitation to travel up to 670 miles per hour. The route would transport more than 16,000 passengers in an hour, and a single pod would hold about 20 passengers, Kelly said.

"Connecting major cities with high-speed transportation would be game-changing," Kelly said. "Traveling from San Antonio to Austin in 12 minutes (with Hyperloop) compared to the hour-long drive will create many opportunities for Texans."

According to the company's website, Hyperloop transportation was first introduced by SpaceX CEO Elon Musk and combines existing technologies such as electric motors, the maglev train system and vacuum pumps. According to KXAN, there are no commercial Hyperloop systems currently operating, but the company is expecting to open the first system in Dubai in 2020.

"We are inherently safer than rails since we're in enclosed environments with no weather delays and at-grade crossings of cars or other objects," Kelly said. "We're also 100% electric, which means no direct emission."

Construction of Hyperloop systems in Texas for passenger use cannot begin until the transportation is approved by the federal government and a certification facility is built, said Kevin Feldt, program manager at North Central Texas Council of Governments.

If certified, Feldt said he believes Hyperloop will bring economic opportunities for Texas and research experiences for students.

“The real benefit is Texas becomes a leader in forward-thinking transportation, and a lot of research dollars and research efforts would be focused on the state of Texas,” Feldt said.

Mechanical engineering junior David Spitler is the head of engineering at Texas Guadalupe, a student organization building and testing Hyperloop technology. Spitler said Virgin Hyperloop One will allow students to travel within Texas faster.

“You could realistically be a commuter student in Dallas or Houston and commute to Austin every day for class,” Spitler said. “I can see how much opportunity and major change (Virgin Hyperloop One) could bring to transportation in Texas.”

<http://dailytexanonline.com/2019/10/24/virgin-hyperloop-one-proposes-texas-routes-for-high-speed-transportation>

TxDOT plans underway for I-30 ‘Canyon’

The \$300 million proposal would reduce the highway’s footprint and potentially offer more than 14 acres of surplus land that can be bought by the city.

By Hayat Norimine, Dallas Morning News

Texas Department of Transportation officials in a public meeting Tuesday night unveiled their plans for the redesign of the below-grade roadway on Interstate 30 that separates downtown and the Cedars.

The \$300 million construction project for the depressed roadway on I-30 between I-35 and I-45 and I-345 — known as the “Canyon” — is the next step for the transportation agency’s overall plan to redesign the highway and stitch together South Dallas with downtown.

The makeover is part of the agency’s goals outlined in the Dallas City Center Master Assessment Process, CityMAP, and supported by council members in 2016 to improve connections between neighborhoods, access to the high-speed rail line and development potential. TxDOT has the project divided into sections; after the Canyon, officials would then start to look at the revitalization of Fair Park in South Dallas.

“Whatever we build with the canyon is compatible with future development plans, said Ceason Clemens, deputy district engineer for Dallas’ TxDOT district. “We’re headed in the right direction. Now we need to make sure that the rest of the stakeholders agree.”

The Canyon redesign proposes six freeway lanes for both westbound and eastbound directions. State transportation officials said the first swath of I-30 could be approved as early as fall after the public comment period ends Nov. 13, with construction slated to start in 2022.

TxDOT and city officials said they have been working together closely this time around and meeting regularly to ensure they’re on the same page. Earlier this year TxDOT’s rendering for the I-30 redo [caught city officials by surprise](#).

“We have great cooperation on that now,” said Michael Rogers, Dallas director of transportation. “When we sit at the table and we start to have constructive dialogue, we can get so much done.”

These plans incorporate up to over 14 acres of surplus land, and the city’s draft plans include two deck parks -- a swath between Griffin and Akard and Canton and Cadiz streets, and three fingers of land between Harwood and St. Paul just north of the Dallas Heritage Village. The city proposed the second deck park to be divided for natural ventilation to reduce costs.

Peer Chacko, director of planning and urban design at the city, said the plans manage to add capacity on the highway while reducing its footprint. TxDOT could sell the surplus land to the city, county or school district, which all have the right of first refusal before it opens up to private owners.

“We’re creating new properties that didn’t exist before,” Chacko said.

TxDOT officials say they're still in the process of gathering public comments. But the next big challenge is for the agency to secure agreements with railroad companies before they begin construction three years from now. They also said no plans for the Canyon would impact proposals for I-345, a highway that several council members have supported tearing down to reconnect Deep Ellum with the downtown core.

State officials will brief council members on the plans, and Dallas will still need to secure the funding if it wants the project to include deck parks.

William Baker, who lives in downtown and owns a design and architecture business in the Cedars, strongly supported the deck parks but remained skeptical of having one with disconnected parcels of land that are attached to a private park. He said he wants to see a plan with more unified blocks and as much connectivity as possible for pedestrians.

Dallas City Council member Lee Kleinman, who heads the council's Transportation and Infrastructure Committee, said Dallas' plans are still in the early stages. But he also said the parks are essential to the city's goals -- namely, maximizing green space at every opportunity and increasing property values in the area.

"We are very light on green space in this city," Kleinman said.

Dallas officials will still need to approve its added amenities and come up with more funding beyond TxDOT's portion.

But Rogers said the city has learned tough lessons from previous plans that didn't put enough consideration into the needs of neighborhood residents.

"If we go in not learning from these past projects, we're doomed," he said Tuesday night. "We need to talk about the neighborhoods."

The Hyperloop and the Self-Driving Car Are Not the Future of Transportation

The bus, the bike, and the elevator are.

By Henry Grabar, Slate Magazine

Thinking about the future of transportation from the United States can sometimes feel like thinking about swimwear in Svalbard: There is little to see here (and hasn't been in some time).

China has laid down the world's largest high-speed rail network in just two decades, quashing its high-polluting domestic air business. Congestion pricing has been rolled out in London and Singapore, making the downtowns more pleasant and walkable. Cycling has become a crucial transportation mode in places as varied as Shenzhen and Strasbourg. In the U.S., by contrast, travel by plane, train, bus, and foot is undoubtedly less pleasant than it was 50 years ago.

Driving is, more than ever, the American way of life. It's there, not surprisingly, that U.S. transportation has shown its greatest technological advances: Elon Musk's electric car company Tesla, Alphabet's self-driving project Waymo, the instant-hail taxi revolution of Uber and Lyft. Personal transport is looking up, with Alphabet, Bell Helicopter, Uber, and Boeing all chasing after the promise of autonomous flying taxis. This is not where the future of transportation lies.

Nor does it lie in concepts like the Hyperloop, Musk's vision of long-distance vacuum-tube travel at the speed of sound, which has birthed a cottage industry of startups aiming to perfect the technology first. Such ideas are dazzling, but they are either very far from changing the quotidian global experience of mobility—or they serve to entrench the patterns of movement, and the frankly lousy design of cities, that we have today.

In the former category—what I might call the Hyperloop Group, for their pattern of bold promises and missed deadlines—is self-driving technology. It is the holy grail of transportation advances, the kind of change that would firmly abolish the cityscape our grandparents knew. Early stages of autonomous technology are already saving lives, and the safety advances of a fully automated road system might be the greatest U.S. public health achievement of the century.

But the final rungs of the ladder are proving very, very difficult to ascend. In November 2017, Waymo CEO John Krafcik said the subsidiary would be operating commercial taxis within months without a supervising driver. [“Fully self-driving cars are here.”](#) A year later, Waymo's cars hit the road in Phoenix—timidly, and with supervisors poised to take control. Around that time, Krafcik [revised his prediction](#) and stated that it would be decades before autonomous cars were widespread. This summer, about three in 10 Waymo rides were [receiving negative feedback](#) from riders.

Former Uber CEO Travis Kalanick once said autonomous vehicles were an “existential” need to his company, which burns \$1 billion a quarter on subsidies for drivers and riders, and the company [believed as recently as 2016 that](#) it would have 75,000 autonomous vehicles on the road by this year. But after an autonomous Uber hit and killed a woman on a Tempe street last March, Uber has scaled back its ambitions—and represented autonomous vehicles as an afterthought in its initial public offering filings earlier this year. “[The crash] caused everyone to understand that there's not only a long way to go technologically but from a social point of view there's liability and brand risk,” Gill Pratt, the head of Toyota Research Institute, [told](#) the Wall

Street Journal in early 2019. Autonomous vehicles are here, but mostly limited for the foreseeable future to closed-course use, as shuttles or other fixed-route transportation. In September, citing slower-than-expected progress, Morgan Stanley [cut Waymo's valuation](#) by 40 percent.

In the latter category—those technologies that do little to change the status quo—are Uber and Lyft. Those companies (like every startup) set out to change the world and wound up creating a whole lot of traffic, before investing heavily in technology that even your grandparents would have found antiquated: bicycles and scooters.

There's a lesson in that. Getting people around in new, different ways—as happened in Amsterdam between 1970 and 2000, between Beijing and Shanghai in the past decade, and in Dar es Salaam right now—relies mostly on technologies that we have had for a while. Why should we want to change the status quo? Most urgently, because transportation from motor vehicles is the largest source of greenhouse gas emissions in the United States. We spend, on average, nearly two full days a year in rush-hour traffic (about five days in Los Angeles). We pay dearly for the privilege, spending \$740 a month per car according to AAA. Last year, 36,560 Americans [died](#) in car crashes, not including 6,283 pedestrians killed by cars. Countless more are sickened by exhaust. Nearly half of American kids walked or biked to school in 1950; today that figure is 13 percent.

The tools we need to change transportation are right there in front of us. It's not the lack of bleeding-edge technology that has stopped us from building cities where a person can live without owning a two-ton, \$25,000 vehicle, or from designing a high-speed rail network to sap carbon-spewing domestic air routes like the one between New York and Chicago (the nation's first and third cities are no further than Beijing and Shanghai, which are now joined by a 4.5-hour train). It's not for want of "innovation" that we aren't turning parking into parks, or traffic-clogged arterial roads like New York's smoggy crosstown arteries into multimodal streets. It's not the deferred promise of automation that stops us from charging people for the full, ice cap-melting cost of driving. The future of transportation is not about inventions. It's about choices.

The transportation technologies that have changed the world, annihilating time and space, have only been as good as the developments they enable outside themselves. Mobility is [not a good](#) in and of itself, and few people ride for fun. The automobile was in many ways not a mobility improvement over existing technology for most city dwellers in 1900. (The elevated train was a much faster way to get from one end of town to the other.) Nor was the elevator a substantial or cost-effective improvement for residents of the city's low-rise buildings in 1870. The beauty and the value of transportation is in the new ways of living it creates, the patterns and rhythms and efficiencies of life we allow it to make possible.

In this sense, an advance like vehicle electrification—while exciting, if it can come around fast enough to spare us from climate catastrophe—hardly constitutes a new way of getting around. Past breakthroughs (civilian helicopters, the Concorde) have offered thrilling ways to go from A to B that were impossible to scale and left little mark on the world.

Many older transportation technologies, however, have yet to be used to their full potential. Most American communities, for example, gave up on the elevator, the bus, and the bicycle in favor of auto-dependent sprawl that has left us condemned to drive until (and after) our eyes fail—and turned transportation into the country's largest source of greenhouse gas emissions.

The elevator is perhaps the foremost example of a relatively ancient transportation technology that could allow people to live and work in closer proximity, reducing the length of commutes and fostering commercial and social vitality. Unfortunately, in most American communities the elevator has been functionally outlawed because zoning requirements will permit no building taller than a small tree.

The bus is another overlooked piece of technology that could do far more. In most American cities, buses are hard to depend on because they run infrequently, slowly, and often on routes that are holdovers from streetcar systems abandoned decades ago. Give a bus its own lane, its own route, its own authority over signals, and it can permit car-free land use to flourish alongside.

And no technology holds as much promise as the humble bicycle—especially when we include its newfangled, electrified cousins—to solve the geometry problem that is getting people short distances around a big city. Even in the United States, where everything is fairly far apart by global standards, 48 percent of automobile trips in the biggest U.S. cities [travel less than 3 miles](#)—a distance that, with the right infrastructure, could be easily covered by a smaller vehicle.

New movements are emerging, pushed by the recognition of the inefficiencies, inequities, and externalities of our car-centric cities, and pulled by a host of technical advances in satellites, cameras, batteries, and computing. Arguably, the smartphone is the most fundamental transportation technology of the 21st century. Our constant companion has changed the way we experience travel, connecting commuters to new information, to nearby vehicles, and, perhaps most importantly, to anyone going their way. Unfortunately, the progress it makes possible in transit use (so-called micromobility) and multimodal journeys is often impeded by car-centric design.

The urbanized population of the globe has grown from 750 million in 1950 to 4.2 billion today. The United Nations predicts the next 30 years could see another 2.5 billion people join them.

That's a lot of people inheriting the fundamentally broken urban model that the United States let loose on the world, a system predicated on personal car ownership that not only required enormous public expenditure and unleashed uncountable damage to existing neighborhoods and the environment, but also turned mobility into a [predatory financial product](#) that is the fastest-growing source of U.S. household debt.

Even here, in a nation of unprecedented personal wealth and plentiful land, the car-centric system has pushed up against the limitations of space, proving expensive to maintain and impossible to scale. In the fast-growing cities of the developing world, the situation is more extreme, as commutes consume a greater and greater portion of the world's energy, time, and cash. It has been a century since Le Corbusier's secretary remarked to him, "I've spent the best years of my life on the train," launching the architect into such utopian land use ruminations as the [Plan Voisin](#). Residents of the megacities of Jakarta, Lagos, and New Delhi would consider themselves lucky to have her commute.

A better world is possible, and it doesn't start in the U.S. patent office or with what is on display at the Detroit Auto Show, the Paris Air Show, or the Consumer Electronics Show in Las Vegas. It won't require supersonic travel tubes or cars that drive themselves. The ideas are here if we want them. We'll have to rethink the trip, but even more than that, we'll have to rethink the places we're trying to connect.

Wise County, a throwback to rural Texas, may be the region's next frontier of growth

[BY GORDON DICKSON](#)

November 04, 2019 05:30 AM

RHOME, TEXAS

Wise County is known for its rural features — including horse pastures, rock quarries and the [Lyndon B. Johnson National Grasslands](#).

But, the [mostly rural county northwest of Fort Worth](#) may soon have a much different identity — that of a booming residential area in the Dallas-Fort Worth suburbs.

“It’s coming up highway 114 and highway 287, and it’s coming fast,” said Tim McClure, assistant superintendent for facilities at the Northwest school district.

McClure’s school district, which serves about 24,000 students, is expected to quadruple to more than 100,000 students during the next 25 to 30 years, making it [larger than the Fort Worth school district](#), which has 85,000 students.

About a third of that school district growth is expected to be in Wise County. The district straddles the boundaries of Wise, Tarrant and Denton counties.

Suburban rooftops are popping up quickly along the Tarrant-Wise County line, many in unincorporated areas where the city limits of Fort Worth and Rhome, its tiny neighbor, may eventually grow together. Developers are scrambling to build homes quick enough to meet demand as the region’s job base continues to grow.

Many of the new residential areas are coming to areas of Wise County where the roads, water and sewer lines, police and fire protection and other infrastructure aren’t ready for them. Already, residents who commute from Wise County to jobs in Fort Worth, Denton and other cities are dealing with backed-up, two-lane roads leading in and out of their neighborhoods.

But area leaders say they’re aware of the upcoming challenges to make room for thousands of new residents.

“Developers are coming up with ways to provide infrastructure where cities can’t,” McClure said.

Geographically, Wise County is about the same size as Tarrant County — with each county taking up a little more than 900 square miles. However, Wise County [has a population of only](#) 68,305 people, compared to Tarrant County’s roughly 2 million residents (including about 900,000 people in Fort Worth).

But that will change.

Wise County’s [population is expected to increase](#) to 105,797 residents by 2045, according to data from the North Central Texas Council of Governments, the region’s official planning body. That’s an increase of 55 percent.

When in Rhome

Many of those future Wise County residents likely will move into their new homes in Rhome, a city of 1,824 residents in the southeastern corner of Wise County. Rhome is the first city of any size encountered by many travelers entering Wise County from the Fort Worth area, and it’s also a place where two major highways — U.S. 287 and Texas 114 — come together.

During the next five to 10 years, another 3,000 people are expected to move into Rhome as a result of home construction in the new Prairie Point subdivision, said Joe Ashton, Rhome city administrator.

In addition, over the next couple of decades thousands of other residents are expected to move to Rhome as part of the Rolling V development, which is expected to span 3,500 acres (about 2,000 acres in Wise County).

Ashton said that, although some Wise County residents would prefer to maintain the rural feel of their area, most people are “aware, and on the whole, cautiously optimistic” about the inevitable growth to come.

“It’s at our doorstep right now,” Ashton said in an email. “We can either plan for it and manage it, or have it happen to us.”

Sewer lines, fire protection

Rhome is working on ways to provide waste water and other infrastructure to the new neighborhoods.

The city's plan is to require developers to cover the cost of extending municipal services, Ashton said.

"We are currently in the design phase for an expansion of our Eastside Waste Water Treatment Facility, both to enhance the system for current residents as well as to service a new 300-acre development within city limits," he said. "The portion of the cost of the expansion attributable to the new development will be borne by the developer."

The city also is studying whether to assess impact fees to developers to pay for water and waste water systems. Police and fire services, he said, likely can be covered by the increased property tax and sales tax revenue generated by having the new neighborhoods in the city's limits.

Developments that take place outside the city limits, but within the city's extraterritorial jurisdiction, will be asked to pay for their own additional fire and police services through agreements with Rhome, he said.

Some other large, master-planned residential developments are taking place between Fort Worth and Rhome, within Fort Worth's extraterritorial jurisdiction — or ETJ. Developments in an ETJ must comply with that city's standards, even if they aren't yet in the city's limits.

Some of those other developments include:

- Northstar, a [planned 2,124-home residential development](#) near U.S. 287, Bates Aston Road and Avondale Haslet Road.
- Sendera Ranch, an [enormous development straddling the Tarrant-Wise County line](#) that eventually is expected to have nearly 10,000 homes, including 3,600 homes on the Wise County side of the line. The area already is clogged with traffic — especially at the beginning and end of school days, and during weekday rush hours, on Willow Springs Road, and Avondale Haslet Road.
- Elizabeth Creek at Alpha Ranch, a planned community of 3,000 homes extending from the north end of Sendera Ranch to Texas 114.

Limited government services

Much of the growth is taking place in unincorporated portions of Wise County. Texas law limits how much a county government can restrict growth. For example, counties generally don't have the authority to pass zoning ordinances, as cities do, to control and restrict development.

But one way Wise County's leadership can accommodate the growth is to prepare for the increased automobile traffic, said J.D. Clark, Wise County judge.

Wise County joined the North Central Texas Council of Governments in 2009, when the council expanded the boundaries of the Dallas-Fort Worth region's official metropolitan planning area. As a result, Wise County officials were able to become a more prominent part of the planning process and get a better idea of what improvements could be made to accommodate residential and commercial growth.

Wise County officials believe that tens of millions of dollars will be needed to widen not only highways but to convert two-lane country roads into urban thoroughfares in response to the impending residential boom. Several projects are being planned over the next two decades, including overhauls of frontage roads and at least three intersections of U.S. 287 between the Tarrant County line and the intersection with Texas 114 in Rhome.

Most of the cost of the projects can be covered by state and federal highway funding, but Wise County officials will have to compete with other transportation projects across the region to win some of that funding.

"We don't feel surprised by the growth," Clark, the Wise County judge, said in an interview. "We've known it was coming and we have watched it. In the past few years, we've been really focusing on looking at our subdivision rules and making sure they are modern."

Clark, who [now serves as president](#) of the council of governments executive board, added: "We're working with developers and property owners all the time, to make sure they understand the rules. We're thinking about the traffic impact, the drainage impact, the emergency response."

Generally, along with the growth should come the tax revenue necessary to provide services for residents, Clark said. He noted that sales tax revenue is up 11 percent compared to a year ago, and that area cities such as Decatur and Bridgeport have retail growth potential in their local business districts.

Clark says he sometimes talks with residents who don't want the growth, but he reminds them that changes are imminent. "We're wasting our time," he said, "if we're going to argue whether growth is good or bad, because growth is going to happen."

"Instead," Clark said, "the conversation we need to have is, what do we want that growth to look like? We would like to be proactive and shape that growth, rather than cross our arms and let it happen around us. That's how you lose the shape of your community."

Lots of traffic, not enough retail

One of the fastest-growing neighborhoods that straddles the Tarrant-Wise County line is Sendera Ranch, a master-planned community with miles of walking trails and other amenities that eventually could have as many as 10,000 homes (about a third of them in Wise County).

Already, about 3,600 homes have been built on the Tarrant County side of Sendera Ranch, said Melissa Hutchings, acting president of the Sendera Ranch Homeowners Association.

Hutchings bought a home in one of the first phases of Sendera Ranch development about eight years ago, on the Tarrant County side.

She loves the camaraderie neighbors feel for each other, and the quality of area park space and schools.

But there are a few things she would change about the area — before the Wise County portion of Sendera Ranch is built.

Traffic, for example.

Hutchings says it's often difficult to get out of the neighborhood because of congestion at railroad crossings on both the east side of Sendera Ranch in Haslet, and west of the neighborhood in Avondale.

The roads in the area need to be expanded and modernized, too, she said. Willow Springs Road is the main path out of Sendera Ranch, and that road can often have lines of cars 100 deep during rush hour, trying to reach U.S. 287.

Fort Worth city officials have plans in the works to improve intersections at Avondale Haslet Road, Sendera Ranch Boulevard and Willow Springs Road. Residents recently opposed plans to build three roundabouts at intersections on those roads, and city officials agreed to instead build traditional street corners with traffic signals.

But it could be a couple of years before the street improvements are complete.

Hutchings also said the area is populated enough to support more restaurants and other retail establishments, but those services are slow in coming. The nearest large retail clusters are 10 to 12 miles away, one near Texas Motor Speedway and another in and around Alliance Town Center.

"We're gridlocked between trains, so having things closer would be great, instead of driving to Alliance or the speedway," said Hutchings, who lives in Sendera Ranch with her husband and 6-year-old child.

A Walmart Supercenter is about two miles to the east in Avondale, but motorists must cross a single-lane bridge to get to it — which creates a regular traffic jam.

"With our growth," Hutchings said, "we've seen some ups and downs. Our streets are really tight.

"We've got concerns here in the neighborhood that they're not growing the streets fast enough," she said. "We're seeing a lot more traffic than we used to."

Read more here: <https://www.star-telegram.com/news/business/growth/article236561343.html#storylink=cpy>

In Old East Dallas, the City Tries To Turn 6-Lane Columbia Into a Boulevard

Columbia Avenue isn't technically a highway, but its six lanes certainly encourage high speeds. After years of protests, the city has a new idea for this old problem.

Jordan Jarrett, D Magazine

The city believes a key corridor between Deep Ellum and East Dallas is in need of a road diet.

Money from the last bond package is allocated to shrink the lanes of Columbia Avenue as well as portions of Abrams Road and Main and Commerce streets. Plans call for improved sidewalks and dedicated cycling infrastructure. The goal is to provide a safer experience for pedestrians and also motivate more ground-level retail, restaurants, and storefronts.

“The main thing has been balancing all the competing needs from the businesses, residents, transit users and bike users,” said Christina Tuner-Noteware, the city’s assistant director of Mobility and Street Services. “There are a lot of competing interests and complementary interests in this corridor. We’ve had community meetings, making sure we’re taking all of those interests into account. Trying to merge them all into one complete plan has been a challenge. But it’s been a fun challenge.”

This strategy is part of the city’s Complete Streets initiative, which [redesigned Lowest Greenville](#) and is being enacted [on Henderson Avenue near Central Expressway](#). But it was [driven by residents who](#), in 2017, [started a petition to shrink Columbia](#). They called the three mile stretch one of the “most dangerous and under-utilized roads in Old East Dallas.”

“There is no way to make a seven-lane road safe,” says Nathaniel Barrett, the developer and Old East Dallas resident who started the petition. “It’s one of the highest injury and death corridors in Old East Dallas.”

Columbia is essentially a six-lane highway—seven lanes, when there are turns—that leads into Main Street on its way to Deep Ellum. The street is so wide because of decisions made in the 1970s. Back then, the city promised an efficient system that would allow some 40,000 cars to easily flow from the city’s core to points east. More lanes meant more capacity into downtown—seemingly. Fast forward almost 50 years and data from the North Central Texas Council of Governments show that just 14,000 to 19,000 vehicles are using the road daily, well below projections. Something needed to change.

Now, the wide street feels unsafe for pedestrians. Walking Columbia, from the point where Abrams ends, is uncomfortable at best and treacherous at worst. What sidewalks exist are overgrown with weeds, deeply cracked, sometimes gravelly, and consistently uneven. The sidewalks stop at driveways into businesses, and sometimes disappear altogether after the interruption. The road itself is so wide that crosswalks take nearly as long to walk as it does for the traffic light to change. Cyclists essentially share the road with drivers.

“We’ve got a long way to go before we’re a truly bicycle-friendly city,” said Councilman David Blewett, whose district includes portions of the makeover. “What I’m hoping for is that we encourage protected bike lane benefits, even if it means fewer land miles but more usage. It’s going to have to be safe. Safety is a huge component of bicycles and pedestrians.”

The good news: the projects are (mostly) funded. The Columbia project has \$4.25 million bond dollars going toward it, and the adjacent Abrams project has \$3.75 million. The pending Commerce project — from Good-Latimer Expressway to Exposition Avenue near Fair Park — will cost \$9.7 million. Design on Commerce is projected to wrap up around December of next year.

The Columbia Avenue project will take 15 months. Design plans should be finalized by the end of the year. Construction should start in July 2020 and the project should be finished by the summer of 2021. The road will go from six lanes to four, which the city believes will slow traffic and allow for a design that is friendlier to pedestrians.

But Turner-Noteware says there are still challenges ahead, particularly with the competing interests from residents and businesses. Parking may come at the expense of a preferred bike lane design, and money spent on safer crosswalks and sidewalks may sacrifice immediate beautification.

“For the business owners, it’s very important that we convert the head-in parking to parallel parking and not lose spaces,” Turner-Noteware said. “In the residential area, it’s important that they have parking adjacent to their residences, and still provide the bike lanes and other amenities that they’re looking for.”

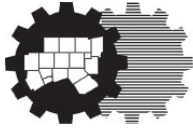
Bike lanes represent a significant component of the Complete Streets model. The plans for Columbia Avenue currently depict two protected options. The first keeps a bike lane on either side of the thoroughfare (on Main Street to the DART track on Peak Street, and then to the intersection of Columbia Avenue and Beacon Street). The second option is a two-way bike lane on one side of the street, diverted up through Elm Street. The city is leaning this direction due to limited space on that section of Main Street, Turner-Noteware said. Another community [petition in August](#) pushed for the first option, which would establish one bike lane on both sides of the whole thoroughfare. The city’s Public Works department is still exploring which it prefers.

“There’s really no good reason to have the option for the two-way bike lane,” said Barrett. “I’ve talked to the other property owners in that area ... they are looking to have wider sidewalks so they can put in sidewalk cafes and things like that. Since I’m not a property owner on that stretch, I see it differently in that maintaining a continuous bicycle lane into Downtown is a higher priority to me than having a few extra feet to put in sidewalk cafes.” Still, he called it “a small blemish on an overall really great project.”

There is also a strange quirk: the block of Abrams between Glasgow and Ridgeway won’t be a part of the project. The city’s engineering rules do not allow on-street parking due to safety concerns over sight lines and the curvature of the road. So if work gets done on this section, property owners would no longer be allowed to park on the street. By not working on it, the city essentially is grandfathering in street parking.

Another blemish, perhaps. But residents like Barrett are happy that the city is taking steps to fix the problems of its past. On Abrams, he notes, the city bulldozed homes to make way for a wider road. In a 1974 *Dallas Morning News* story announcing the road’s opening, Barrett [found an enthusiastic brief](#) promising that “the Abrams-Columbia throughway will almost surely become one of the city’s busiest thoroughfares.”

“For me,” he said, “it’s about bringing back together a neighborhood that was taken apart for who-knows-what reason.”



North Central Texas
Council of Governments

PRESS RELEASE

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Is Your Engine Light On? NCTCOG Clinics Could Tell You Why

NCTCOG partnering with local auto repair shops to sponsor October tutorials

Oct. 14, 2019 (Arlington, Texas) – Is the check engine light on in your car? When it lights up, it is natural to get concerned about what might be wrong. In October, there will be a resource to help you diagnose the problem.

NCTCOG is partnering with local automotive repair facilities in North Texas to conduct a series of Car Care Clinics. The clinics begin Oct. 17 in Hurst and will also be held at repair shops in Plano and Dallas. Details are listed below.

An illuminated check engine light means your vehicle will not pass the annual Texas emissions inspection, which is required to get it registered. The free clinics will provide opportunities to speak with certified technicians about problems and how they may be addressed. The issues may cost less than you think to repair. Maybe your gas cap is bad and needs to be replaced.

The clinics are not just for motorists trying to diagnose engine issues. They will also offer free multipoint inspections to anyone who attends.

Regular maintenance helps ensure vehicles run more efficiently, which improves air quality and can save consumers money in the long term. North Texas continues to work toward compliance of the federal government's ozone standards, and the clinics offer a way for residents to be a part of the effort.

Scheduled Car Care Clinics

Facility	When	Where
Kinney's Automotive	10 a.m.-noon, Oct. 17	624 E. Pipeline Road Hurst, TX 76053
The Auto Shop	10 a.m.-noon, Oct.19	2560 E. Plano Parkway Plano, TX 75074
Starkey Service Center	9 a.m.-11 a.m., Oct. 25	918 W. Davis St. Dallas, TX 75208

Dates, times and locations are subject to change. For more information and to confirm the details of the clinic near you, visit www.ntxcarcare.org. You may also email questions to ntxcarcare@nctcog.org, or call 817-695-9281.

About the North Central Texas Council of Governments:

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

NCTCOG serves a 16-county region of North Central Texas, which is centered on the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has 238 member governments including 16 counties, 170 cities, 24 school districts and 30 special districts. For more information on the NCTCOG Transportation Department, visit www.nctcog.org/trans.

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**SUMMARY OF 10-YEAR MILESTONE POLICY IMPLEMENTATION
2019 UPDATE***

CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	2016 COMMENTS	2016 RECOMMENDATION	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED	2018 PROJECT STATUS/RTC ACTION	2019 PROJECT STATUS/RECOMMENDATION
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2017										
1992 CALL FOR PROJECTS	535	TXDOT DALLAS	DALLAS	NORTHWEST HIGHWAY (SPUR 244) AT JUPITER	DUAL LEFT TURN LANES ON ALL APPROACHES	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; MAY DECREASE FUNDING TO MATCH THE REDUCED SCOPE; CONFIRM FUNDING IN FY 2017	2018	ESTIMATED LET DATE OF MARCH 2019; PROJECT WAS GRANTED A DEADLINE EXTENSION AND MUST LET BY THE END OF CY 2019	PROJECT LET APRIL 2019; MONITOR FOR TIMELY COMPLETION
1992 CALL FOR PROJECTS	537	TXDOT DALLAS	DALLAS	NORTHWEST HIGHWAY (SPUR 244) AT PLANO RD	ADD TURN LANES AND TRAFFIC SIGNAL IMPROVEMENT	CITY OF DALLAS IN SUPPORT OF THE PROJECT AND SCOPE REDUCTION; NO ROW REQUIRED	REDUCE SCOPE TO INCLUDE ONLY PEDESTRIAN AND SIGNAL IMPROVEMENTS; CONFIRM FUNDING AND MOVE TO FY 2017	2018	ESTIMATED LET DATE OF MARCH 2019; PROJECT WAS GRANTED A DEADLINE EXTENSION AND MUST LET BY THE END OF CY 2019	PROJECT LET APRIL 2019; MONITOR FOR TIMELY COMPLETION
1992 CALL FOR PROJECTS	633	DALLAS	DALLAS	HATCHER ST FROM SPRING AVE TO NORTH OF HASKELL AVE/MILITARY PKWY	RECONSTRUCT EXISTING ROADWAY FROM 4 LANE UNDIVIDED TO 4 LANE DIVIDED WITH INTERSECTION IMPROVEMENTS AT HASKELL		CONFIRM FUNDING IN FY 2017	2018	FUNDS OBLIGATED AUGUST 2018	PROJECT IS BEING RE-BID DUE TO THE LOW BIDDER NOT BEING PRE-CERTIFIED BY TXDOT; RE-LETTING IN JANUARY 2020; PROJECT MUST BE RE-BID BY MARCH 2020 OR FUNDS WILL BE RETURNED TO REGIONAL POOL
1992 CALL FOR PROJECTS	2810	TXDOT DALLAS	GARLAND	SH 78 FROM IH 635 TO FOREST LANE	TRAFFIC SIGNALS AND INTERSECTION IMPROVEMENT	PROJECT ON SCHEDULE FOR AN AUGUST 2017 LETTING	CONFIRM FUNDING IN FY 2017	2018	ESTIMATED LET DATE OF MARCH 2019; PROJECT WAS GRANTED A DEADLINE EXTENSION AND MUST LET BY THE END OF CY 2019	PROJECT LET APRIL 2019; MONITOR FOR TIMELY COMPLETION
1999 TEXAS TRANSPORTATION COMMISSION/REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11217.2	DENTON	DENTON	FM 426 FROM 1.4 MILES WEST OF LOOP 288 TO 1.1 MILES EAST OF LOOP 288	WIDEN FROM 2 TO 4 LANES DIVIDED URBAN	WORKING WITH TXDOT TO TAKE OFF-SYSTEM, MAKING CITY OF DENTON THE PROJECT SPONSOR	IMPLEMENTING AGENCY CHANGED TO DENTON AND STP-MM FUNDS WERE REMOVED AND REPLACED WITH RTR FUNDS AS PART OF THE OCTOBER 2015 RTC ACTION ON PROPOSITION 1 PROJECTS; MOVE TO FY 2017	2018	ESTIMATED LET DATE OF JULY-NOVEMBER 2019; PROJECT WAS GRANTED A DEADLINE EXTENSION AND MUST LET BY THE END OF CY 2019	PROJECT LET OCTOBER 2019 AND IS SET TO BEGIN DECEMBER 2019; MONITOR AND REPORT BACK IF CONSTRUCTION NOT INITIATED BY DECEMBER 2019
2004 PARTNERSHIP PROGRAM 1	11536	DALLAS COUNTY	GRAND PRAIRIE	CAMP WISDOM ROAD FROM CARRIER PARKWAY TO FM 1382	WIDEN 2 TO 4 LANE DIVIDED; CONNECTION WITH SOUTHERN EXTENSION OF BARDIN ROAD		CONFIRM FUNDING IN FY 2017	2018	ESTIMATED LET DATE OF SPRING 2019; PROJECT WAS GRANTED A DEADLINE EXTENSION AND MUST LET BY THE END OF CY 2019	PROJECT LET MAY 2019; MONITOR FOR TIMELY COMPLETION
PROJECTS LOCAL AGENCIES INDICATED WOULD BE IMPLEMENTED IN FY 2018 OR LATER										
1992 CALL FOR PROJECTS	533	DALLAS	DALLAS	LEMMON AVENUE AT BLUFFVIEW	INTERSECTION IMPROVEMENTS	PART OF A DEFEDERALIZATION PROCESS WITH DALLAS, DART & TXDOT; CITY OF DALLAS RECOMMENDS CANCELLATION	CHANGE SCOPE TO INCLUDE ACCESS IMPROVEMENTS TO LOVE FIELD AND PROVIDE A PEDESTRIAN SAFETY CROSSING OVER LEMMON AVENUE; PROPOSE MOVING PROJECT TO FY 2018; CONFIRM FUNDING IN FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF JANUARY 2019; MUST LET BY SEPTEMBER 2019	ESTIMATED LET DATE OF SPRING 2020; MONITOR FOR TIMELY LETTING, MAY NEED TO REPAY FEDERAL FUNDS FROM DEFEDERALIZATION PACKAGE IF NOT IMPLEMENTED ON TIME
1992 CALL FOR PROJECTS	665.2	TXDOT DALLAS	DALLAS	PARK LANE FROM US 75 TO GREENVILLE AVE	WIDEN ROADWAY FROM 4 TO 5 LANES (2 EASTBOUND AND 3 WESTBOUND), AND CONSTRUCT RIGHT TURN LANE ON NB US 75 FRONTAGE ROAD TO PARK LANE	CITY AND TXDOT HAVE AGREED TO REDEFINE THE PROJECT SCOPE TO INCLUDE ONLY A RIGHT-TURN LANE ON THE NORTHBOUND CENTRAL EXPRESSWAY SERVICE ROAD TO EASTBOUND PARK LANE; PROJECT COST PENDING; MAY DECREASE FUNDING AND SCOPE	MOVE PROJECT FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ORIGINAL PROJECT CANCELED THROUGH FEBRUARY 2018 TIP MODIFICATION CYCLE (ENGINEERING FUNDING REMOVED BY FHWA AS A RESULT OF THE 10-YEAR PE AUDIT) AND REPLACED BY A NEW PROJECT THAT MUST LET BY DECEMBER 2018	FUNDS FOR NEW PROJECT (TIP 25043) OBLIGATED IN DECEMBER 2018 AND PROJECT LET IN FEBRUARY 2019, BUT LOWEST BIDDER WITHDREW THEIR BID IN JULY 2019 AND THE CITY IS WORKING WITH THE SECOND LOWEST BIDDER; ESTIMATED START DATE OF JANUARY 2020; MONITOR AND REPORT BACK IF CONSTRUCTION NOT STARTED BY MARCH 2020

**SUMMARY OF 10-YEAR MILESTONE POLICY IMPLEMENTATION
2019 UPDATE***

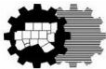
CALL FOR PROJECTS/ SELECTION TIMEFRAME	TIP CODE	PROJECT SPONSOR	CITY	LIMITS	PROJECT DESCRIPTION	2016 COMMENTS	2016 RECOMMENDATION	FISCAL YEAR IN WHICH CONSTRUCTION MUST BEGIN OR FUNDS WILL BE DELETED	2018 PROJECT STATUS/RTC ACTION	2019 PROJECT STATUS/RECOMMENDATION
1992 CALL FOR PROJECTS	684	TXDOT DALLAS	DALLAS	VALLEY VIEW/WALNUT FROM WEST OF GREENVILLE AVE TO AUDELIA RD	INTERSECTION IMPROVEMENTS AT SOUTH GREENVILLE AVE, ABRAMS RD, RICHLAND COLLEGE AND AUDELIA RD	CITY OF DALLAS IN SUPPORT OF PROJECT	CONFIRM FUNDING AND MOVE TO FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ORIGINAL PROJECT CANCELED THROUGH FEBRUARY 2018 TIP MODIFICATION CYCLE (ENGINEERING FUNDING REMOVED BY FHWA AS A RESULT OF THE 10-YEAR PE AUDIT) AND REPLACED BY A NEW PROJECT THAT MUST LET BY DECEMBER 2018	FUNDS FOR NEW PROJECT (TIP 25043) OBLIGATED IN DECEMBER 2018 AND PROJECT LET IN FEBRUARY 2019, BUT LOWEST BIDDER WITHDREW THEIR BID IN JULY 2019 AND THE CITY IS WORKING WITH THE SECOND LOWEST BIDDER; ESTIMATED START DATE OF JANUARY 2020; MONITOR AND REPORT BACK IF CONSTRUCTION NOT STARTED BY MARCH 2020
1999 CALL FOR PROJECTS	11116	RICHARDSON	RICHARDSON	DUCK CREEK TRAIL FROM PLANO RD TO CAMPBELL/US 75 IN RICHARDSON	BIKE AND PEDESTRIAN TRAIL	LPFA IN PROGRESS	CONFIRM FUNDING AND MOVE TO FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF DECEMBER 2018; MUST LET BY SEPTEMBER 2019	FUNDING OBLIGATED SEPTEMBER 2019; MONITOR TO ENSURE TIMELY CONSTRUCTION
2004 RAILROAD RELIABILITY CROSSING PARTNERSHIP PROGRAM	11258.9	DALLAS	DALLAS	8 INTERSECTIONS AT KCS RR IN DALLAS AT E DALLAS/KCS RR CROSSINGS - PEAVY RD, GUS THOMASSON RD, BARNES BRIDGE RD, CENTERVILLE RD, LAKELAND DR, HIGHLAND DR, SANTA ANNA AVE, & ST FRANCIS AVE AT KCS RR	UPGRADE GATES AND INSTALL MEDIANS AT ALL LOCATIONS; INSTALL SIGNAGE AT PEAVY, GUS THOMASSON, LAKELAND, HIGHLAND, & ST FRANCIS; RESURFACE AT LAKELAND & ST FRANCIS	DELAYED DUE TO LOCAL MATCH UNAVAILABILITY; CITY IS SLATED FOR THE 2017 BOND PROGRAM; IF NOT INCLUDED IN THE BOND PROGRAM THE CITY UNDERSTANDS THAT THE PROJECT WILL BE CANCELLED	CONFIRM FUNDING IN FY 2018; CANCEL PROJECT IF LOCAL MATCH NOT APPROVED IN THE 2017 DALLAS BOND PROGRAM	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF JANUARY 2019; MUST LET BY SEPTEMBER 2019	REMOVE FUNDING AS PROJECT DID NOT LET PRIOR TO THE END OF FY 2019; DESIGN AT 60% COMPLETION; PROJECT NOT ENVIRONMENTALLY CLEARED; ESTIMATED LET DATE OF SPRING 2020
2001 TEXAS TRANSPORTATION COMMISSION/REGIONAL TRANSPORTATION COUNCIL PARTNERSHIP	11265	TXDOT DALLAS	DUNCANVILLE	IH 20 FROM NORTH MAIN STREET TO CAMP WISDOM ROAD	CONSTRUCT 0 TO 4 LANE FRONTAGE ROADS	RECEIVED LETTER OF SUPPORT FROM DUNCANVILLE	CONFIRM FUNDING IN FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF DECEMBER 2018; MUST LET BY SEPTEMBER 2019	PROJECT LET DECEMBER 2018; MONITOR FOR TIMELY COMPLETION
2004 PARTNERSHIP PROGRAM 1	11527	TXDOT DALLAS	IRVING	SL 12 AT SH 183	RECONSTRUCT INTERCHANGE (PH 2)	CONSTRUCTION NOT FUNDED; HOWEVER TXDOT PAYING FOR PE AND ROW	CONFIRM PROJECT NEED; \$15.1M OF TXDOT ROW FUNDS AND TXDOT PE FUNDS; CONSTRUCTION REMAINS UNFUNDED; KEEP PROJECT IN APPENDIX D (ENVIRONMENTAL CLEARANCE SECTION OF THE TIP)	N/A	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF AUGUST 2023; 10-YEAR PLAN PROJECT	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF SEPTEMBER 2020
2005-2006 PARTNERSHIP PROGRAM 3	11747	DALLAS COUNTY	VARIOUS	WINTERGREEN ROAD FROM DUNCANVILLE ROAD EAST OF STEWART BRANCH CREEK TO DUNCANVILLE ROAD FROM WINTERGREEN TO SOUTH OF STEWART BRANCH CREEK	REALIGN OFFSET INTERSECTION TO ACCOMMODATE 6 LANE APPROACHES		CONFIRM FUNDING AND MOVE TO FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF JANUARY 2019; MUST LET BY SEPTEMBER 2019	PROJECT LET JANUARY 2019; MONITOR FOR TIMELY COMPLETION
2005-2006 PARTNERSHIP PROGRAM 3	11757	GRAPEVINE	GRAPEVINE	MUSTANG DR AT WILLIAM D TATE AVE	ADD ADDITIONAL EASTBOUND LEFT TURN LANE	PART OF A DEFEDERALIZATION PACKAGE WITH GRAPEVINE; PROJECT DELAYED DUE TO DFW CONNECTOR AND NEW RAMP AT SH 121/SH 360	MAINTAIN COMMITMENT BY THE CITY; CITY TO BUILD BY FY 2018 - FY 2019	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF MAY 2019; MUST LET BY SEPTEMBER 2019	PROJECT LET MAY 2019; MONITOR FOR TIMELY COMPLETION
2005-2006 PARTNERSHIP PROGRAM 3	11794.2	RICHARDSON	RICHARDSON	CAMPBELL RD FROM COLLINS TO US 75	EXTEND SB RIGHT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD SB LEFT TURN LANE ON FRONTAGE ROAD AT CAMPBELL; ADD AUXILIARY LANE ON CAMPBELL FROM US 75 TO COLLINS		CONFIRM FUNDING AND MOVE TO FY 2018	2019	CONTINUE MONITORING PROJECT PROGRESS; ESTIMATED LET DATE OF AUGUST 2019; MUST LET BY SEPTEMBER 2019	FUNDING OBLIGATED SEPTEMBER 2019; MONITOR FOR TIMELY COMPLETION

*Projects in this list are the subset of the original Milestone Policy list that had not let by September 30 of 2018 or 2019 or had to be re-bid

METROPOLITAN PLANNING ORGANIZATION (MPO) MILESTONE POLICY UPDATE

Regional Transportation Council

November 14, 2019



North Central Texas
Council of Governments
Transportation Department

Background

- The last Metropolitan Planning Organization (MPO) Milestone Policy was adopted by the Regional Transportation Council (RTC) in June 2015.
- Staff identified projects that were funded 10 or more years prior to the policy being approved and had not gone to construction.
- New estimated start dates for projects to go to construction by were established by each implementing agency.
- In April 2016, the RTC approved a policy to give agencies one additional fiscal year from their proposed construction start date to advance projects (i.e., A project with an estimated start date of June 2017 (FY 2017) would have until the end of FY 2018 to start construction).
- The policy stipulates that if a project does not go to construction by the established deadline, the project's funding will be removed.

Project Monitoring Efforts

- Projects included on the 2016 Milestone List have been monitored to ensure timely implementation has occurred.
- Reminder letters were sent to all agencies with a project on the list in December 2016.
- Staff highlighted the projects and their deadlines during the 2019-2022 Transportation Improvement Program (TIP) Development process.
- An update on the status of all projects was provided in the fall of 2018.
- Staff provided an update on the status of the projects that did not meet their deadline of the end of FY 2018 in the spring of 2019.
- The projects and their deadlines were covered during the 2021-2024 TIP Development process.

Outcomes to Date

Of the 57 projects on the initial list:

- 4 projects were canceled initially based on input from the implementing agencies
- 2 projects were canceled as a result of being on the Federal Highway Administration (FHWA) 10-Year Preliminary Engineering Audit list and replaced with a new project*
- 1 project was canceled and the funding moved to another project
- 46 projects have let for construction on time or have been completed
- 1 project remains that does not have an established deadline and will continue to be monitored
- **2 projects that had previously let prior to the deadline are being re-bid***
- **2 projects did not meet their deadline of the end of FY 2019**

*The new project had a December 2018 letting deadline, which it met, but is being re-bid. Project being actively monitored.

Status Update (Projects That Did Not Meet FY 2018 Deadline)

Agency	Facility/Limits	Scope	Let Date
Dallas County	Camp Wisdom Road from Carrier Parkway to FM 1382	Widen 2 to 4 lane divided	May 2019 (Actual)
TxDOT Dallas	Northwest Highway (Spur 244) at Jupiter	Traffic signal and pedestrian improvements	April 2019 (Actual)
TxDOT Dallas	Northwest Highway (Spur 244) at Plano Road	Traffic signal and pedestrian improvements	April 2019 (Actual)
TxDOT Dallas	SH 78 from IH 635 to Forest Lane	Traffic signals and intersection improvements	April 2019 (Actual)
City of Denton	McKinney Street (Old FM 426) from 1.4 miles west of SL 288 to 1.1 miles east of SL 288	Widen 2 lane roadway to 4 lane divided urban	October 2019 (Actual)

Projects That Did Not Meet Deadline or Had to Be Re-Bid

TIP Code	Agency	Facility/Limits	Scope	Funding
11258.9	City of Dallas	8 Intersections at KCS RR in Dallas at E Dallas/KCS RR Crossings - Peavy Rd, Gus Thomasson Rd, Barnes Bridge Rd, Centerville Rd, Lakeland Dr, Highland Dr, Santa Anna Ave, & St. Francis Ave at KCS RR	Upgrade gates and install medians at all locations; Install signage at Peavy, Gus Thomasson, Lakeland, Highland, & St. Francis; Resurface at Lakeland and St. Francis	\$1,828,070
533	City of Dallas	Lemmon Avenue at Bluffview	Access improvements to Love Field Airport and construct a pedestrian safety crossing	\$800,000*
633	City of Dallas	Dolphin Rd from Spring Ave to North of Haskell Ave/Military Pkwy	Reconstruct existing roadway from 4 lane undivided to 4 lane divided with intersection improvements at Haskell	\$3,755,560
25043	City of Dallas	Park Lane at US 75; Walnut St at Greenville Ave, Abrams Rd, Richland College	Construct intersection improvements including traffic signal upgrades with radar detection, pedestrian improvements with crosswalks and ADA ramps	\$960,000

*Local funds part of a defederalization package

Action Requested

RTC approval of the following proposals for each project:

- TIP Code 533: Monitor for timely letting; Agency may need to repay federal funds from defederalization package if not implemented on time
- TIP Code 11258.9: Remove funding and return to the regional pool
- TIP Code 633: Project must re-bid by March 2020 or funding will be returned to regional pool
- TIP Code 25043: Project must start by March 2020 or funding will be returned to regional pool

Next Steps

- Continue monitoring projects with deadlines after September 30, 2019
- Bring an item to the Surface Transportation Technical Committee (STTC) and the RTC in December 2019 detailing the next group of Milestone Policy Projects, including:
 - Previously let projects with implementation issues (e.g., projects that are being re-bid)
 - Projects selected in 2006-2010 that have not advanced to construction

Questions?

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

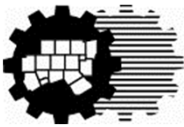
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Clean Fleets North Texas 2019 Funding Recommendations

**Regional Transportation Council
November 14, 2019**

**Chris Klaus
Senior Program Manager**



North Central Texas
Council of Governments



Available Funding

Funding Source: Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

Funding Category	Amount
Remaining Funds from 2017 Award*	\$847,224
New Funds from 2018 Award**	\$1,110,350
Call For Projects Funds Available	\$1,957,574

*Funds from 2017 award distributed through Clean Fleets North Texas 2018 Call For Projects. Any funds released from project awards under the Clean Fleets North Texas 2018 Call For Projects will be added to this initiative.

**EPA award included \$39,789 for staff administration.

Project Eligibility

Eligible Applicants: Local Governments; Private Companies who Contract with Local Governments; and Must Adopt RTC Clean Fleet Policy or Similar

Eligible Activities	Funding Threshold
<u>Replace On-Road Diesel Trucks*</u> 16,001 GVWR and Up; Model Year 1996-2006; (Also Model Year 2007-2009 if Replacing with Electric)	45% Cost if New is Electric 35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO _x Standards
<u>Replace Non-Road Diesel Equipment*</u> Must Operate >500 Hours/Year; Eligible Model Years Vary	(Both Natural Gas and Propane Engines Currently Available) 25% Cost for All Others

*All Old Vehicles/Equipment Must be Scrapped; Other Model Years Eligible On Case-By-Case Basis.

Approved Eligibility and Selection Criteria

Eligibility Screens:

Fleet Policy Adoption

Purpose: Reserve Funding for Fleets that are Engaged Beyond Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy

Minimum Allowable Subaward: \$100,000

Purpose: Reduce Risk and Administrative Burden by Limiting Number of Subawards

Scoring Criteria:

Cost Per Ton NO_x Emissions Reduced 75%

Purpose: Maximize Emissions Reductions

Subrecipient Oversight Criteria 25%

Purpose: Balance Project Benefits with Administrative Burden

Summary of Recommended Awards

	Requested Activities	Eligible Activities	Total Project Cost	Recommended Funding	Local Match
City of Dallas	12	11	\$3,586,430	\$929,608	\$2,656,823
City of Benbrook	1	1	\$1,300,000	\$325,000	\$975,000
Total			\$4,886,430	\$1,254,608	\$3,631,823

Balance Remaining for Future Project Solicitation: \$702,967 EPA Funds

Total Tons NO_x Reduced Over 6 Years: 25.96

Cost per Ton NO_x Reduced Across Entire Call for Projects: \$48,329

Refer to Electronic Item 6.2 for more details.

Feedback Sought to Inform Next Steps

Feedback from Prospective Applicants:

\$100,000 Grant Minimum Too Difficult to Reach

Annual Budget Caps and Application Window Not Aligned

Funding Percentages Too Low

Eligible Model Years Too Restrictive

} **Governed By Funding Agency**

Recommended Next Steps to Exhaust Funding:

Reopen Mid-November for ~90 Day Application Window

Reduce Minimum Allowable Subaward to \$50,000

Increased Communication to Prospective Applicants

Implementation Deadline During Next Fiscal Year

Non-Road Equipment Eligibility

Call For Projects Schedule

Milestone	Estimated Timeframe
STTC Approval to Open CFP	May 24, 2019
RTC Approval to Open CFP	June 13, 2019
CFP Opens	June 14, 2019
Kickoff Webinar	July 9, 2019, at 2 PM
Application Deadline	Friday, September 6, 2019 at 5 pm
Staff Funding Recommendations Finalized	September 2019
STTC Action	October 25, 2019
RTC Action	November 14, 2019
Executive Board Authorization	December 19, 2019
Reopen CFP on Rolling 90-Day Basis to Fully Award Funds	Anticipated November 15, 2019
Next Application Deadline	February 14, 2020, at 5 pm
Project Implementation Deadline	March 31, 2021

Action Requested

Requesting RTC Approval Of:

Funding

\$929,608 to the City of Dallas to Replace Six Vehicles & Four Equipment

\$325,000 to the City of Benbrook to Replace One Fire Truck

Second Round of Project Solicitation

~90 Day Application Window Beginning Mid-November

Incorporate Additional Funds As Available:

EPA Funds Released from Previous Clean Fleets North Texas Awards

TCEQ SEP Funds Received for New School Bus Projects*

Reduced Minimum Award Threshold \$50,000

Maintain Scoring Structure:

Up to 75 Points Cost per Ton NO_x Reduced

Up to 25 Points Subrecipient Oversight

*NCTCOG receives funds for the North Central Texas Clean School Bus Program through the Texas Commission on Environmental Quality Supplemental Environmental Project Program. Funds have been received since the 2019 Clean Fleets North Texas CFP first opened, and more could be received while the second application window is open.

For More Information

Chris Klaus

Senior Program Manager

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Nancy Luong

Air Quality Planner

817-704-5697

NLuong@nctcog.org

Website

www.nctcog.org/aqfunding

Clean Fleets North Texas 2019 Call For Projects Funding Recommendations

Projects Recommended for Funding																					
Applicant	Activity	Old Vehicle/Equipment Information			New Vehicle/Equipment Information (Model Year 2019 or Newer)		Maximum Allowed Funding Level	Recommended Grant Amount					NO _x Benefits		Scoring Criteria			Other Environmental Benefits			
		Type	Class/Equipment	Engine Year	Fuel Type	Total Cost		Requested Grant Amount	EPA 2017 Funds	EPA 2018 Funds	Total Grant Award	Local Match	NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	Score: Cost Per Ton NO _x Reduced (Max 75 Points)	Score: Subrecipient Oversight (Max 25 Points)	Total Score	PM2.5 Reduced Over 6 Years*	HC Reduced Over 6 Years*	CO Reduced Over 6 Years*	CO ₂ Reduced Over 6 Years*
City of Dallas	5	Non-Road	Construction - Other	2000	B20	\$325,000	25%	\$81,250	\$ 81,250	\$0	\$81,250	\$243,750	11.37	\$7,144	75	12	87	2.11	0.51	3.43	0.00
City of Dallas	8	On-Road	Class 8 Refuse Hauler	2001	B20	\$218,074	25%	\$54,519	\$ 54,519	\$0	\$54,519	\$163,556	1.65	\$32,994	65	12	77	0.07	0.08	0.54	0.00
City of Dallas	9	On-Road	Class 8 Refuse Hauler	2002	B20	\$218,074	25%	\$54,519	\$ 54,519	\$0	\$54,519	\$163,556	1.32	\$41,339	64	12	76	0.06	0.06	0.43	0.00
City of Dallas	7	Non-Road	Construction - Crawler Tractors	2010	B5	\$741,104	25%	\$185,276	\$ 185,276	\$0	\$185,276	\$555,828	4.12	\$45,020	63	12	75	0.49	0.13	2.50	0.00
City of Dallas	6	Non-Road	Construction - Crawler Tractors	2010	B5	\$741,104	25%	\$185,276	\$ 185,276	\$0	\$185,276	\$555,828	3.82	\$48,522	62	12	74	0.44	0.12	2.29	0.00
City of Dallas	10	On-Road	Class 8 Refuse Hauler	2002	B20	\$218,074	25%	\$54,519	\$ 54,519	\$0	\$54,519	\$163,556	1.13	\$48,102	61	12	73	0.05	0.05	0.37	0.00
City of Dallas	4	Non-Road	Construction - Other	2006	B20	\$475,000	25%	\$118,750	\$ 118,750	\$0	\$118,750	\$356,250	1.23	\$96,592	55	12	67	0.13	0.03	0.64	0.00
City of Dallas	1	On-Road	Class 8 Short Haul	2004	CNG	\$165,000	35%	\$57,750	\$ 57,750	\$0	\$57,750	\$107,250	0.39	\$149,457	54	12	66	0.04	0.04	0.01	-0.05
City of Dallas	11	On-Road	Class 8 Refuse Hauler	2005	B20	\$320,000	25%	\$80,000	\$ 55,367	\$24,634	\$80,000	\$240,000	0.45	\$176,600	43	12	55	0.04	0.03	0.13	0.00
City of Dallas	2	On-Road	Class 8 Short Haul	2006	CNG	\$165,000	35%	\$57,750	\$ -	\$57,750	\$57,750	\$107,250	0.23	\$255,305	32	12	44	0.02	0.03	0.01	-0.06
City of Benbrook	1	On-Road	Class 8 Ladder Truck	1999	ULSD	\$1,300,000	25%	\$325,000	\$ -	\$325,000	\$325,000	\$975,000	0.25	\$1,283,570	2	24	26	0.02	0.02	0.07	0.00
Total Projects						\$4,886,430		\$847,224	\$407,384	\$1,254,608	\$3,631,823	25.96	\$48,329				3.46	1.11	10.41	-0.11	

Funds Available for Call for Projects	\$847,224	\$1,110,350
Total Funds Recommended for Award	\$847,224	\$407,384
Balance Available for Future Project Solicitation	\$0	\$702,967

Ineligible Projects	Eligibility Comments																				
City of Dallas	3	Non-Road	Construction - Other	2008	B20	\$206,000	25%	\$51,500	Annual Usage Hours Less than 500 Hours												

EPA = Environmental Protection Agency
 NO_x = Nitrogen Oxides; PM2.5 = Particulate Matter Less Than 2.5 Micrometers; HC = Hydrocarbons; CO = Carbon Monoxide; CO₂ = Carbon Dioxide
 B5 = 5% Biodiesel blend; B20 = 20% Biodiesel blend; ULSD = Ultra-Low Sulfur Diesel; CNG = Compressed Natural Gas

*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)
 **Default DEQ value used in place of unknown information.

DRAFT

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

November 14, 2019

The Honorable Kay Granger
United States House of Representatives
1026 Longworth House Office Building
Washington, DC 20515

Dear Congresswoman Granger:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to ask your assistance in resolving an issue that is putting the safety of our first responders at risk.

The Buy America Act was originally established to ensure the use of domestic iron and steel for road and bridge projects but has recently resulted in possible unintended challenges. Safety initiatives, such as incidence response and photogrammetry equipment used by first responders to document and quickly clear crashes from roadways are being affected. Buy America requirements are restricting the purchase of vital safety equipment, like cameras, that are made up of complex components from all over world.

The RTC is concerned that any further inaction is jeopardizing the safety of our first responders and requests a legislative change. As Congress discusses a surface transportation authorization bill in advance of the expiration of the Fixing America's Surface Transportation (FAST) Act in 2020, the RTC asks that you include an exception for traffic incident management photogrammetry equipment in 23 U.S. Code §313.

Additionally, traffic safety is not only a priority for the RTC but is also a statewide priority. Earlier this year, the Texas Department of Transportation set a goal of cutting traffic deaths in half by 2035 and eliminating traffic deaths entirely by 2050, as part of the Road to Zero traffic safety goal. An exception in Title 23 for traffic incident equipment will help to accomplish this goal.

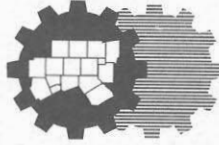
Again, the RTC asks for your assistance in resolving this issue affecting the safety of first responders. Thank you for your leadership on transportation policy in the U.S. Congress. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

Andy Eads, Chair
Regional Transportation Council
County Judge, Denton County

RH:kw

cc: The Honorable Laura Ryan, Commissioner, Texas Transportation Commission
Bill Hale, P.E., Chief Engineer, TxDOT Austin
Mo Bur, P.E., District Engineer, TxDOT Dallas
Loyl Bussell, P.E., Chief Engineer, TxDOT Fort Worth
Michael Morris, P.E., Director of Transportation, NCTCOG



North Central Texas Council Of Governments

November 6, 2019

Mr. Sean Donohue
 Chief Executive Officer
 Dallas Fort Worth International Airport
 P.O. Box 619428
 DFW Airport, TX 75261-9428

Dear Mr. Donohue:

This letter is in response to recent discussions between the Dallas Fort Worth International Airport (DFWIA) and the North Central Texas Council of Governments (NCTCOG) regarding expansion of your airside bus fleet. Due to significant growth of daily flights as compared to available gates, there is a pressing operational need to expand DFWIA's airside bus fleet to shuttle passengers from the tarmac to the terminal. To ensure increasing operational needs are met, airport staff have identified up to \$3,500,000 in funding needed to assist in the purchase of four electric airport buses, associated infrastructure, and equipment. In addition, this includes temporary lease of airport buses for use during the summer of 2020 prior to arrival of electric airport buses in late 2020.

NCTCOG recognizes the regional significance of purchasing electric buses over traditional diesel buses in keeping with DFWIA's sustainability goals, maintaining compliance with general conformity for continued airport expansion, sustaining carbon neutral accreditation, and eliminating passenger exposure to harmful exhaust emissions that would otherwise be present with diesel engines. This initiative will also avoid release of ozone precursor emissions that would otherwise impact the regions efforts in meeting federal ozone National Ambient Air Quality Standards.

Therefore, in partnership with the DFWIA, NCTCOG will request Regional Transportation Council approval of up to \$3,500,000 through a strategic funding partnership. Specific funding details will be determined once agreement on the budget estimate, funding program eligibility, and other such items are settled. The DFWIA will need to submit a Transportation Improvement Program (TIP) modification for such funding via the May 2020 cycle by the January 24, 2020, deadline. Please contact Christie Gotti at (817) 608-2338 or cgotti@nctcog.org for any questions you may have.

Sincerely,

Michael Morris, P.E.
 Director of Transportation

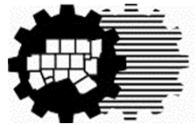
CK:ch

cc: Robert Horton, Vice President, Environmental Affairs, DFWIA Executive Vice President,
 Operations, DFWIA
 Christie Gotti, Senior Program Manager, NCTCOG
 Chris Klaus, Senior Program Manager, NCTCOG

Partnership with DFW International Airport to Enable Electric Bus Purchase

**Regional Transportation Council
November 14, 2019**

**Chris Klaus
Senior Program Manager**



North Central Texas
Council of Governments



Project Background

Additional Airside Buses Needed to Support Growing Number of Daily Flights

Buses Available in Diesel and Electric Options

Buses Expected to Operate for 20+ Years

Higher Capital Cost and Longer Lead Time for Electric Buses

Up to \$3.5 Million Additional Expenses for 4 Electric Buses, Associated Infrastructure, Equipment, and Temporary Lease of Airport Buses Prior to Electric Bus Delivery

Grant Funds Not Available

Constraints Include Buy America and Scrappage Requirements

Electric Airside Bus



Regional Significance of Electric Buses

Avoid Increase in Ozone-Forming Pollutants

Maintain Compliance with General Conformity as Airport Expands

Reduce Passenger & Employee Exposure to Exhaust Emissions from Diesel Buses

Sustain Airport Carbon-Neutral Accreditation

Action Requested

RTC Approval Of:

Contribution of Up to \$3.5 Million in Regional Toll Revenue Funds (Dallas County and Regional Accounts) to DFW International Airport to Support Purchase of Electric Airside Buses, Associated Infrastructure, and Equipment

Administratively Amending the 2020-2022 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and Other Planning/Administrative Documents as Needed

Timeline

Milestone	Estimated Timeframe
RTC Approval	November 2019
STTC Endorsement	December 2019
Submittal to STIP	February 2020
Anticipated Approval of STIP Revision	Late March/Early April 2020
Anticipated Approval of RTR Funds by the TTC	April 2020
Anticipated Electric Bus Delivery	Fall 2020

For More Information

Chris Klaus

Senior Program Manager

817-695-9286

CKlaus@nctcog.org

Christie Gotti

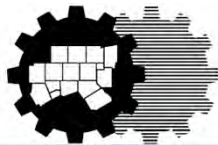
Senior Program Manager

817-608-2338

cgotti@nctcog.org

HIGH OCCUPANCY VEHICLE TRANSPORTATION CONTROL MEASURES: APPLICATION OF MANAGED LANES AND SUBSTITUTION OF TRAFFIC SIGNAL PROGRESSION

REGIONAL TRANSPORTATION COUNCIL
NOVEMBER 14, 2019
JENNY NARVAEZ, PROGRAM MANAGER



North Central Texas
Council of Governments



DRAFT

EVOLUTION TO MANAGED LANES

Interim HOV lanes were added in the 1990's

Temporary and static mobility option to alleviate congestion

Interim HOV lane emission benefits were committed to in the regions State Implementation Plan

Interim HOV lanes have evolved to Managed Lanes in response to changing conditions by maximizing efficiency of a roadway through active management of the lane(s)

Benefits of Managed Lanes include:

HOV 2+ discounts during peak commute periods

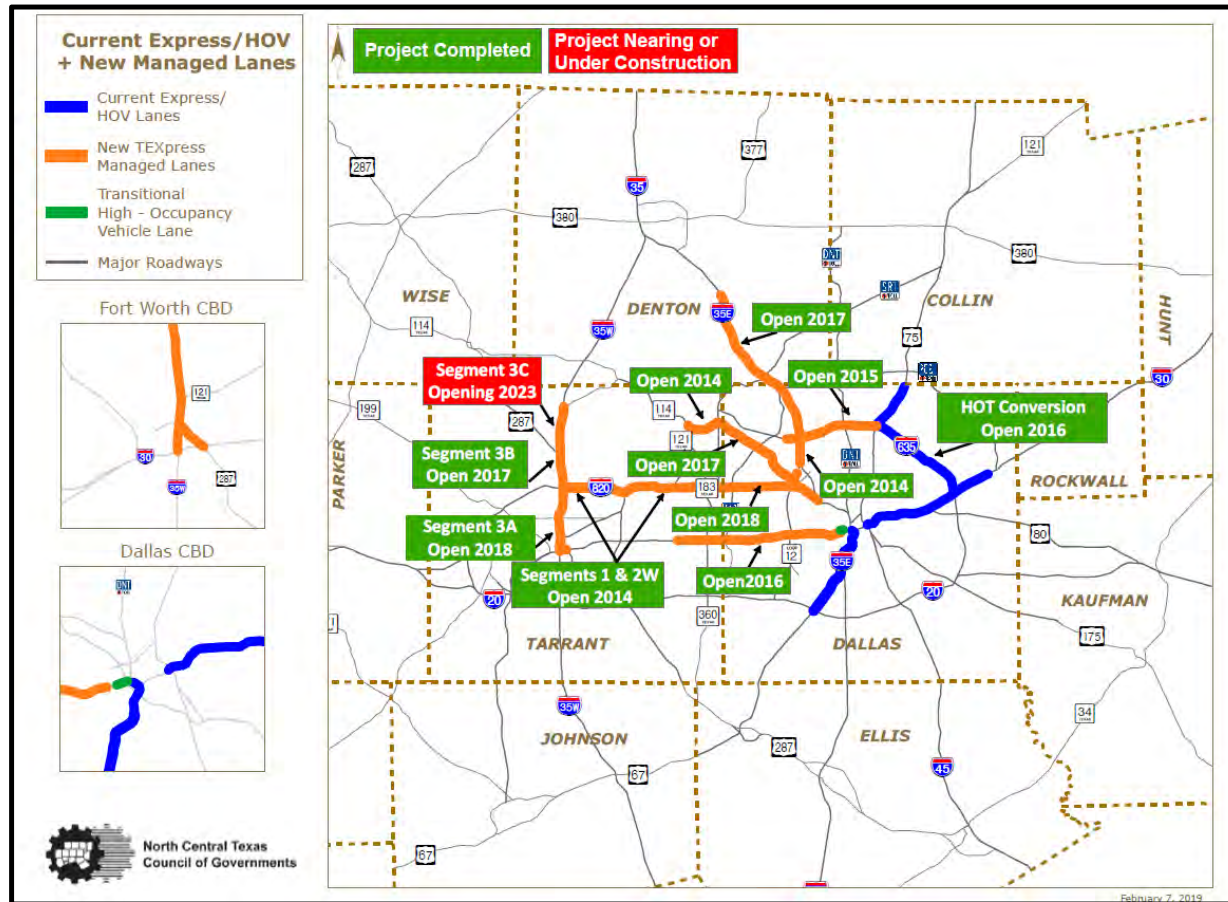
Includes options for High-intensity bus

Variable pricing

Guaranteed speeds

EVOLUTION TO MANAGED LANES

Near Term Managed Lane System Openings



HOV TCM SUBSTITUTION

OVERVIEW

Three Interim HOV lanes remain in the following State Implementation Plan (SIP) as TCMs:

Dallas-Fort Worth 1-Hour Ozone Attainment Demonstration State Implementation Plan Revision - April 2000

Dallas-Fort Worth 1997 8-Hour Ozone Attainment Demonstration and Reasonable Further Progress State Implementation Plan Revision - May 2007

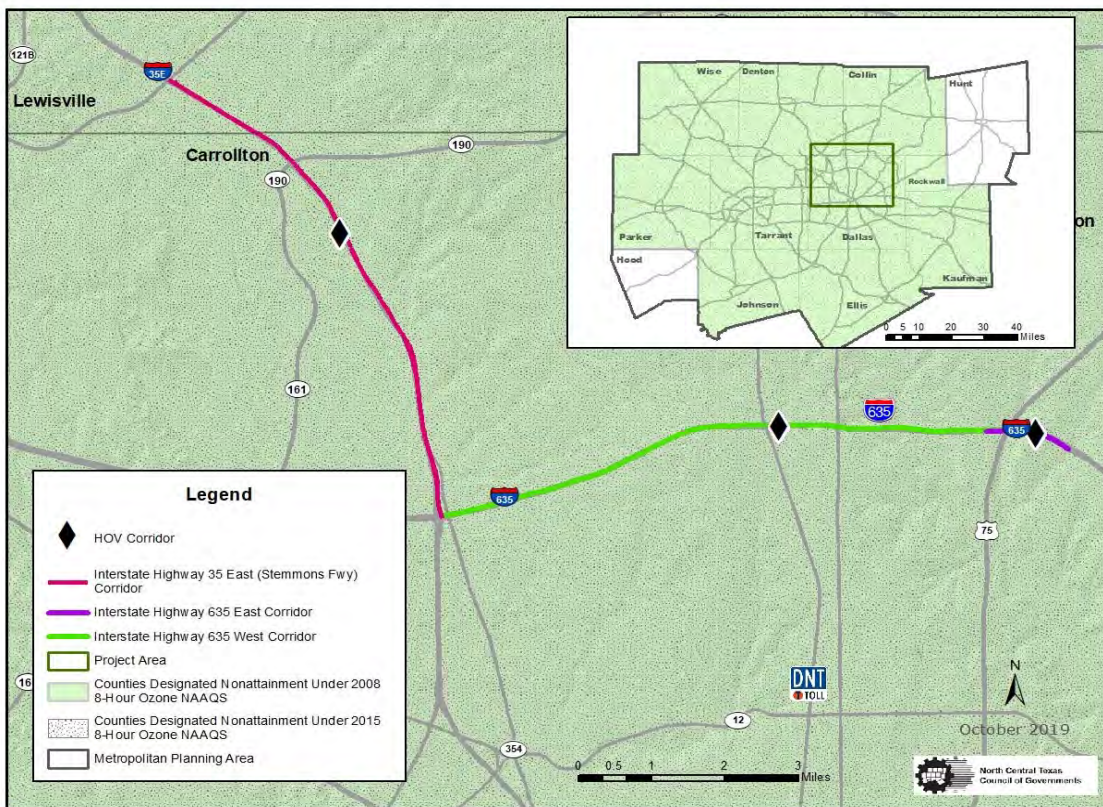
These Interim HOV lanes are being removed as a TCM in the SIP documentations due to being changed to Managed Lanes.

Removing them requires substituting alternate TCM projects that achieve equivalent emissions benefits.

HOV TCM SUBSTITUTION

HOV LANES TO BE SUBSTITUTED

Location of HOV Lanes to be Substituted



**IH 35E corridor (Stemmons Fwy)
between IH 635 and SH 121**

**IH 635 east corridor (LBJ Fwy)
between Coit Rd and Greenville Ave**

**IH 635 west corridor (LBJ Fwy)
between Luna Rd/IH 35E and US 75**

HOV TCM SUBSTITUTION

POTENTIAL TRAFFIC SIGNALIZATION PROJECTS TO BE USED AS SUBSTITUTES

7 Corridors:

Parker Rd (Midway Rd to Preston Rd)

9 signals

Park Blvd (Midway Rd to Coit Rd)

16 signals

Custer Rd (Legacy Dr to SH 121 NB)

8 signals

Coit Rd (Legacy Dr to SH 121 NB)

8 signals

Spring Creek Pkwy/Shiloh Rd (Custer Rd to Plano Pkwy)

14 signals

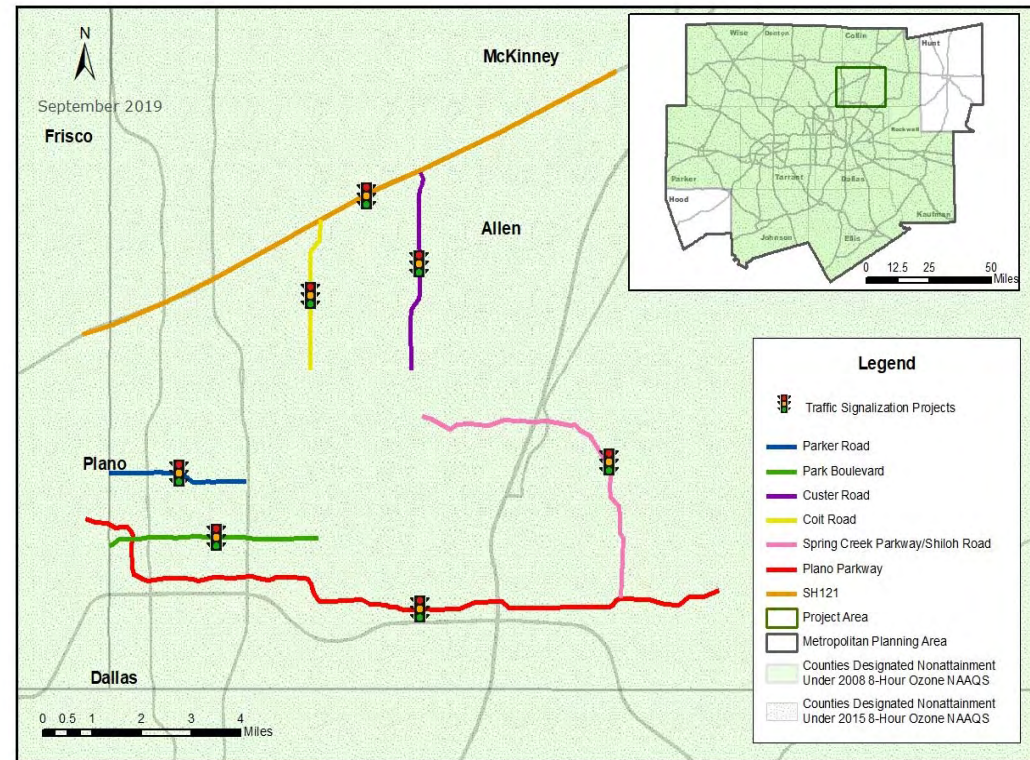
Plano Parkway (Dublin Rd to Marsh Ln)

30 signals

SH 121 (Spring Creek Pkwy to Hardin Rd)

34 signals

Location of Plano Traffic Signals



HOV TCM SUBSTITUTION

Transportation Control Measure Substitution

Transportation Control Measures (TCM) specified in an implementation plan may be replaced with Control Measures if the substitute measures achieve equivalent or greater emissions reductions than the TCMs to be replaced.

Pollutants	Emissions Impact of Three HOV Projects
NO _x	-0.108 tpd
VOC	-0.061 tpd

HOV TCM SUBSTITUTION

TIMELINE

AGENCY	ACTION	DATE
NCTCOG	Calculate emissions reductions attributable to the selected project to be used for substitution	Complete
TCM Substitution Working Group ¹	Present projects to be used as the substitute TCMs to Working Group	Complete
STTC	HOV TCM Substitution – Information	October 25, 2019
NCTCOG	Request concurrence from Working Group on Pre-Analysis Plan via email, including: <ul style="list-style-type: none"> > Selected projects to be used for substitution; > Emission off-sets and methodology; and > Documentation of implemented projects 	October - November 2019
RTC	HOV TCM Substitution – Information	November 14, 2019
NCTCOG	NCTCOG Public Meetings <ul style="list-style-type: none"> > 30-day public notice and comment period 	November 2019
STTC	HOV TCM Substitution – Action	December 2019
NCTCOG	Comment period closes <ul style="list-style-type: none"> > Review and provide comments and responses to Working Group 	December 2019
SWG	Conference call for Working Group to concur on TCM Substitution	December 2019
RTC	HOV TCM Substitution – Action	January 2020
NCTCOG	Distribute RTC adopted resolution to the TCM Working Group	January 2020
TCEQ and EPA	Send concurrence letters to the TCM Working Group	February 2020
TCEQ	Documentation of approved substitution provided to EPA regional office (must occur within 90 days)	May 2020
EPA	Region 6 office to publish action notice in the <i>Federal Register</i> without a comment period	May 2020

HOV TCM SUBSTITUTION

CONTACTS

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DRAFT

**RESOLUTION OF SUPPORT FOR THE HYPERLOOP CERTIFICATION CENTER
INITIATIVE AND REAFFIRMATION OF HIGH-SPEED RAIL FROM DALLAS TO HOUSTON
(R19-05)**

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

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

WHEREAS, the RTC is responsible for the approval of transportation projects and policies in the region's long-range transportation plan (Mobility 2045); and,

WHEREAS, there is increasing interest in and research and development of hyperloop technology, which provides for high-speed transport of both people and freight on a net zero energy basis; and,

WHEREAS, the RTC approved R16-06, supporting a Memorandum of Understanding with Texas Central Partners regarding high-speed passenger rail.

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

- Section 1.** The Regional Transportation Council reaffirms support of Texas Central Partners for high-speed passenger rail initiatives from Dallas to Houston.
- Section 2.** The Regional Transportation Council approves NCTCOG staff to respond to the Request for Proposals for a Hyperloop Certification Center by Virgin Hyperloop One, reach out to partners such as the Dallas Regional Chamber, and pursue support from the State of Texas.
- Section 3.** This resolution shall be transmitted to interested parties as appropriate.
- Section 4.** This resolution shall be in effect immediately upon its adoption.

Andy Eads, Chair
Regional Transportation Council
County Judge, Denton County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on November 14, 2019.

Theresa Daniel, Ph.D., Secretary
Regional Transportation Council
Commissioner, Dallas County

Regional Transportation Council Attendance Roster
October 2018 - October 2019

RTC MEMBER	Entity	10/11/18	11/8/18	12/13/18	1/10/19	2/14/19	3/14/19	4/11/19	5/9/19	6/13/19	7/11/19	9/12/19	10/10/19
Tennell Atkins (09/17)	Dallas	A	A	A	P	P	A	P	P	P	A	P	A
Richard E. Aubin (06/18)	Garland	P	P	P	P	P	A(R)	P	P	P	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	E(R)	P	E(R)	P	E(R)	E(R)	P	P	E(R)	E(R)	P
Loyl Bussell (05/17)	TxDOT, FW	P	E(R)	P	E(R)	P	P	E(R)	P	A(R)	E(R)	P	P
Theresa Daniel (11/18)	Dallas Cnty	--	P	P	A	P	P	P	P	P	P	P	P
Pat Deen (08/19)	Parker County	--	--	--	--	--	--	--	--	--	--	A	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	E	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	E(R)	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	E(R)	P	P	P	P	E	P	P	P	P	A
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	P	E(R)	P	P	P	E
George Fuller (07/17)	McKinney	A	P	P	A(R)	A	A	A	P	A	E	E(R)	P
Rick Grady (09/18)	Plano	P	A	P	P	P	P	P	P	P	P	E(R)	E(R)
Lane Grayson (01/19)	Ellis Cnty	--	--	--	P	P	P	P	P	P	P	P	P
Mojoy Haddad (10/14)	NTTA	P	P	P	P	A	A	P	E	A	A	P	A
Roger Harmon (1/02)	Johnson Cnty	E	P	P	P	P	P	P	P	E	P	P	E
Ivan Hughes (09/19)	Addison	--	--	--	--	--	--	--	--	--	--	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	A	P	P	A	E(R)	P	A(R)	E(R)	P	P
Ron Jensen (06/13)	Grand Prairie	E(R)	P	P	P	E(R)	P	P	P	E	P	P	A
Jungus Jordan (4/07)	Fort Worth	E	P	P	P	P	P	P	P	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	P	P	P	P	P	A(R)	P	P	P	P	P	E
Mike Leyman (09/19)	Mansfield	--	--	--	--	--	--	--	--	--	--	P	P
David Magness (06/13)	Rockwall Cnty	P	P	P	P	P	E	P	P	P	P	P	E
Curtistene McCowan (06/19)	DeSoto	--	--	--	--	--	--	--	--	P	E(R)	P	E
B. Adam McGough (07/16)	Dallas	P	E(R)	P	A(R)	P	P	P	P	P	E	P	E(R)
William Meadows (02/17)	DFW Airport	E(R)	P	E	P	E	E	P	E	A	P	E	A
Cary Moon (06/15)	Fort Worth	A	E	P	A	P	P	P	E	A	E	P	P
Barbara Odom-Wesley (07/19)	Arlington	--	--	--	--	--	--	--	--	--	P	P	A
Stan Pickett (06/15)	Mesquite	E	P	P	P	P	P	P	P	P	P	P	E(R)
John Ryan (05/18)	Denton	P	P	P	P	P	E	P	P	P	P	P	P
Will Sowell (10/17)	Frisco	E(R)	P	P	A	P	P	P	E(R)	A	A	A	A
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	P	P	P	P	P	E(R)
Jeremy Tompkins (10/19)	Euless	--	--	--	--	--	--	--	--	--	--	--	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	E(R)	E(R)	P	P	P	P	P	P	P	P	A
William Tsao (3/17)	Dallas	P	P	P	P	P	E(R)	P	P	P	P	P	P
Paul Wageman (10/19)	DART	--	--	--	--	--	--	--	--	--	--	--	P
Dennis Webb (8/18)	Irving	P	P	P	P	A	E(R)	P	P	P	P	P	A
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	E(R)	P	P	P	E(R)	P	P	P

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

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

**Regional Transportation Council Attendance Roster
October 2018 - October 2019**

RTC MEMBER	Entity	10/11/18	11/8/18	12/13/18	1/10/19	2/14/19	3/14/19	4/11/19	5/9/19	6/13/19	7/11/19	9/12/19	10/10/19
B. Glen Whitley (2/97)	Tarrant Cnty	P	P	E	E	E	P	E	E(R)	P	E	E	E(R)
W. Jeff Williams (10/15)	Arlington	E	P	P	P	P	E(R)	P	E(R)	E	P	P	P
Ann Zadeh (06/17)	Fort Worth	P	E	P	P	P	P	P	P	P	P	P	A

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

P= Present

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Surface Transportation Technical Committee Attendance Roster
August 2018-October 2019

STTC MEMBERS	Entity	8/24/18	9/28/18	10/26/18	12/7/18	1/25/19	2/22/19	3/22/19	4/26/19	5/24/19	6/28/19	8/23/19	10/4/19
Joe Atwood	Hood County	A	P	A	P	P	P	P	P	A	P	P	P
Melissa Baker	Irving	--	--	--	--	--	--	--	E	E	P	P	P
Micah Baker	Dallas County	A	P	P	P	A	P	A	P	A	P	P	P
Bryan Beck	Grapevine	P	P	P	P	P	P	P	P	A	P	P	P
Katherine Beck	Fort Worth	P	P	P	A	P	P	P	P	A	P	P	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	P	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	A	A	A	A	A	P	A	A	A	A	A	P
Shon Brooks	Waxahachie	--	--	--	--	--	--	--	P	P	P	P	A
Tanya Brooks	Fort Worth	--	--	--	--	--	P	A	P	P	A	P	P
Curt Cassidy	Mesquite	P	P	P	P	P	P	A(R)	P	A	P	A(R)	A(R)
Ceason Clemens	TxDOT, Dallas	P	P	P	P	P	P	P	P	P	A	A	P
Robert Cohen	Southlake	A	A	A	A	A	A	A	A	A	A	A	A
Kent Collins	Coppell	A	P	P	A	P	A	A	A	A	A	A	P
John Cordary, Jr.	TxDOT, FW	P	P	P	E	P	P	P	P	P	A	P	A
Hal Cranor	Eules	P	P	P	P	A	P	P	P	P	A	A	P
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	P	P	P	P	P
Chad Davis	Wise County	P	P	A	A	P	A	P	P	A	A	P	A
Arturo Del Castillo	Dallas	--	--	--	--	--	--	--	--	--	A(R)	A(R)	P
Pritam Deshmukh	Denton	--	--	--	P	P	R	P	P	P	A	A(R)	P
Greg Dickens	Hurst	A(R)	A(R)	A	A(R)	A(R)	A	A(R)	A(R)	A	A(R)	P	A(R)
David Disheroon	Johnson County	A	P	A	P	P	A	P	A	A	P	A	P
Phil Dupler	FWTA	P	P	P	P	P	P	P	P	P	P	P	P
Chad Edwards	Fort Worth	--	--	--	--	--	P	P	P	P	P	A	P
Claud Elsom	Rockwall County	P	P	P	P	P	P	P	A	P	P	P	P
Eric Fladager	Fort Worth	P	P	P	P	P	A	P	A(R)	P	A(R)	A(R)	A(R)
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	P	A	P	P	P	P	P	P	P	P	A
Mike Galizio	Tarrant County	--	--	--	--	--	--	--	--	--	--	--	P
Ricardo Gonzalez	TxDOT, FW	P	A	P	P	P	P	P	P	A	P	P	P
Gary Graham	McKinney	P	A	P	A	A	A	A	P	A	P	A(R)	A(R)
Tom Hammons	Carrollton	P	A	A	A	A	A	P	P	P	A(R)	P	P
Ron Hartline	The Colony	A(R)	A(R)	A(R)	A	A	P	P	A(R)	A(R)	A	A(R)	A(R)
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	P	P	P	P
Terry Hughes	Weatherford	P	P	A	P	P	P	P	P	P	P	P	A
Tony Irvin	DeSoto	--	--	P	P	A	P	A	A	P	A	P	A
Paul Iwuchukwu	Arlington	P	A	P	A(R)	P	P	A(R)	P	P	P	A(R)	P
Kelly Johnson	NTTA	A	A(R)	A	A	A	A	P	A	A	A	A	A
Sholeh Karimi	Grand Prairie	A	A	P	A	P	P	P	P	P	P	A	A
Gus Khankarli	Dallas	--	--	--	--	--	--	--	--	--	P	P	P
Paul Knippel	Frisco	A(R)	A	A	A	A	A	A	A	A	A	A	A
Chiamin Korngiebel	Dallas	P	P	A	A	A	P	A	A	P	P	P	A
Alonzo Liñán	Keller	P	P	A	P	P	P	P	P	A	A	P	P

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Eron Linn	DART	--	--	--	--	--	--	--	--	--	--	--	P
Clay Lipscomb	Plano	--	--	--	--	--	P	A	P	P	A	P	A(R)
Paul Luedtke	Garland	P	A(R)	P	A	P	P	A	P	A(R)	P	P	P
Stanford Lynch	Hunt County	P	P	P	A(R)	P	P	P	A	A	P	P	A
Alberto Mares	Ellis County	A(R)	P	P	P	A	P	P	P	P	P	P	P
Wes McClure	Mesquite	--	P	A(R)	P	P	P	P	A(R)	P	P	P	P
Brian Moen	Frisco	A	P	P	P	E(R)	P	P	P	P	A	P	A
Cesar Molina, Jr.	Carrollton	A	P	A	P	P	P	A	A	A	A	A	A
Mark Nelson	Richardson	--	--	--	P	P	P	E(R)	P	E(R)	P	P	P
Jim O'Connor	Irving	P	P	P	A	P	P	P	P	P	P	P	P
Kenneth Overstreet	Bedford	A	P	A	A	A	A	A	A	A	A	A	A
Kevin Overton	Dallas	P	P	A	P	P	P	P	E	P	P	E(R)	P
Tim Palermo	DCTA	--	--	--	--	--	--	--	--	--	--	P	P
Dipak Patel	Lancaster	P	P	A(R)	A	P	P	A	P	A(R)	P	P	P
Todd Plesko	DART	A	P	A	P	P	P	P	P	P	P	P	P
Shawn Poe	Richardson	--	--	--	P	P	R	P	E(R)	E	P	E(R)	P
John Polster	Denton County	P	P	P	P	P	P	P	P	P	P	P	P
Tim Porter	Wylie	P	P	P	P	P	P	P	A	P	P	P	A(R)
Bryan G. Ramey II	Duncanville	P	P	P	P	P	P	A	A(R)	A(R)	P	P	P
Lacey Rodgers	TxDOT, Dallas	--	P	P	P	A	P	A	A	A	A	P	P
Greg Royster	DFW Int. Airport	E	P	P	P	P	P	P	P	P	P	P	E
Moosa Saghian	Kaufman County	P	P	P	A	P	A	P	P	P	A	A	P
David Salmon	Lewisville	P	A(R)	P	P	P	P	A(R)	A(R)	P	P	A	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	A	P	P
Brian Shewski	Plano	P	P	A(R)	P	P	P	P	P	P	P	A(R)	A(R)
Walter Shumac, III	Grand Prairie	P	P	P	P	A	A	P	P	P	P	A	P
Ray Silva-Reyes	Colleyville	--	--	--	--	--	--	--	A	A	P	P	A
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	A	P	P	P
Angela Smith	FWTA	P	P	A	P	P	P	P	A	A	A	P	A
Cheryl Taylor	Cleburne	--	P	P	P	P	P	P	P	P	A	P	P
Caleb Thornhill	Plano	A	A	A	P	A	A	A	A	P	A	A	A
Matthew Tilke	McKinney	A	P	A	A(R)	P	P	P	A	P	P	A	A
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Gregory Van Nieuwenhuize	Haltom City	P	P	P	P	P	P	A(R)	A(R)	P	P	A	A(R)
Daniel Vedral	Irving	E	A	P	A(R)	P	P	A	P	P	P	P	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P
Robert Woodbury	Cedar Hill	P	P	P	P	P	P	A	P	P	P	P	P
John Wright	Greenville	P	A	A	A	P	A	E	A	P	P	A	A
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

P = Present A= Absent R = Represented
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E= Excused Absence (personal illness, family emergency,
jury duty, or business necessity)

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE October 4, 2019

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, October 4, 2019, at 1:30 pm, at the North Central Texas Council of Governments. The following STTC members or representatives were present: Joe Atwood, Melissa Baker, Micah Baker, Katherine Beck, David Boski, Keith Brooks, Tanya Brooks, Jonathan Browning (representing Curt Cassidy), Ceason Clemens, Kent Collins, Hal Cranor, Clarence Daugherty, Arturo Del Castillo, Pritam Deshmukh, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Chad Edwards, Claud Elsom, Jeremy Williams (representing Eric Fladager), Chris Flanigan, Mike Galizio, Ricardo Gonzalez, Robyn Root (representing Gary Graham), Tom Hammons, Brian McNulty (representing Ron Hartline), Matthew Hotelling, Gus Khankarli, Alonzo Liñán, Eron Linn, Alison Smith (representing Clay Lipscomb), Paul Luedtke, Alberto Mares, Wes McClure, Mark Nelson, Jim O'Connor, Kevin Overton, Tim Palermo, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Wes Lawson (representing Tim Porter), Bryan G. Ramey II, Lacey Rodgers, Moosa Saghian, David Salmon, Lori Shelton, Sachiko Huang (representing Brian Shewski), Walter Shumac III, Randy Skinner, Cheryl Taylor, Keith Fisher (representing Gregory Van Nieuwenhuize), Daniel Vedral, Caroline Waggoner, and Robert Woodbury.

Others present at the meeting were: James Adkins, Onyinye Akujuo, Angela Alcedo, Vickie Alexander, Nick Allen, Tom Bamonte, Natalie Bettger, Molly Carroll, Anthony Cisneros, Lori Clark, Nancy Cline, Matt Craig, Fred Crosley, Brian Dell, Sam Dennehy, Cody Derrick, Ryan Dufour, Huong Duong, Melissa Eckert, Kevin Feldt, Camille Fountain, Dorothy Gilliam, Christie Gotti, Victor Henderson, Rebekah Hernandez, Kristina Holcomb, Amy Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kroll, Sonya Landrum, April Leger, Travis Liska, Nancy Luong, Mindy Mize, Anthony Moffa, Erin Moore, Michael Morris, Bailey Muller, Jeff Neal, Evan Newton, Vercie Pruitt-Jenkins, Chris Reed, Rylea Roderick, Kyle Roy, Samuel Simmons, Shannon Stevenson, Peter Tran, Ayleen Viera, Mitzi Ward, Sandy Wesch, Brendon Wheeler, Doug Wiersig, Amanda Wilson, Brian Wilson, Brendan Yarborough, and Kate Zielke.

1. **Approval of August 23, 2019, Minutes:** The minutes of the August 23, 2019, meeting were approved as submitted in Reference Item 1. John Polster (M); Alonzo Liñán (S). The motion passed unanimously.

Michael Morris recognized Kristina Holcomb for her years of service on the Surface Transportation Technical Committee.

2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of revisions to the 2019-2022 Transportation Improvement Program (TIP), along with the ability to amend the Unified Planning Work Program and other planning documents with TIP-related changes, was requested. Revisions were provided as Electronic Item 2.1 for the Committee's consideration.
 - 2.2. **FY2020 and FY2021 Unified Planning Work Program Modifications:** A recommendation for Regional Transportation Council approval of modifications to the FY2020 and FY2021 Unified Planning Work Program was requested. Direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved

modifications was also included in the action. The proposed amendments were provided in Electronic Item 2.2.1 and additional information was provided in Electronic Item 2.2.2.

A motion was made to approve the items on the Consent Agenda. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

3. **AirCheckTexas Funding:** Chris Klaus highlighted information presented at the August 23, 2019, meeting regarding the close out of the AirCheckTexas Program and the response received from the Texas Commission on Environmental Quality (TCEQ) to the request that rebate and interest funds generated through the program remain in the region for use towards remaining AirCheckTexas Program obligations and additional air quality strategies. A copy of the correspondence was provided in Electronic Item 3.1. In its response, the TCEQ indicated that since all contracts have expired for the program, there is no ability for continued use of the funds and that unexpended grant funds will go back into Clean Air Account 151, along with the locally generated funds since the funds are considered program income and treated as grant funds. Members requested that staff move forward with an item regarding local retention of all related AirCheckTexas Program funds. This includes funds generated from a partnership with credit card vendors that allowed monetary rebates from repair and replacement transactions totaling approximately \$1.5 million and approximately \$2.3 million earned from holding program funds in interest-bearing accounts. A draft letter for Committee review was provided in Electronic Item 3.2. The draft letter requests that the TCEQ continue to review all avenues allowing AirCheckTexas locally generated program income to be utilized in counties where collected. If turned back to Clean Air Account 151, it requests the locally generated program income remain allocated or returned to the counties where collected and that the TCEQ actively pursue all dedicated air quality funds collected be appropriated for their intended purposes. This includes the approximately \$141 million in the account, as well as the Texas Emissions Reduction Plan for which almost \$2 billion has been collected across the state from participating counties for diesel-type assistance that have not been fully appropriated. As a result, the letter also expresses that program efforts are needed now to continue reducing precursor emissions under the Weight-of-Evidence process in the State Implementation Plan. John Polster requested that the Texas Legislative Delegation be copied on the letter. Members were asked to submit comments to staff by October 18 and it was noted that draft correspondence would be presented for action at the October 25, 2019, meeting. Additional details were provided in Electronic Item 3.3.
4. **Air Quality Update: 2008 Ozone Air Quality Standard, Current Ozone Season, and Status Report on Volkswagen:** Jenny Narvaez provided an air quality update regarding the 2008 ozone standard reclassification. As a reminder, the Dallas-Fort Worth region is currently under two ozone standards: 2015 standard of 70 parts per billion (ppb) and 2008 standard of 75 ppb. Since the region did not meet the July 20, 2018, attainment deadline for the 2008 standard, the Environmental Protection Agency (EPA) recently took final action to reclassify the region from "moderate" to "serious" nonattainment. Details were provided in Electronic Item 4.1. On August 3, 2020, a new State Implementation Plan (SIP) must be submitted to the EPA and the region will have until July 20, 2021, to reach attainment of the 2008 standard. The design value for attainment will be based on 2018, 2019, and 2020 ozone season data. The SIP documents were published on the TCEQ website on August 23, and on September 11 the TCEQ approved the proposal for the new SIP. North Central Texas Council of Governments (NCTCOG) staff is currently reviewing the SIP documents. The public comment period extends through October 28, 2019, and a public hearing is scheduled in Arlington on October 17. Ms. Narvaez noted that the TCEQ is anticipated to adopt the SIP on March 4, 2020, with the SIP documents due to EPA no later than August 3, 2020. New SIP development will result in new motor vehicle emission budgets and this is where NCTCOG efforts come into play regarding conformity. On

August 23, 2019, 2020 Motor Vehicle Emission Budgets were proposed for nitrogen oxides and volatile organic compounds. If the EPA finds the new nitrogen oxides and volatile organic compound budgets adequate, a two-year deadline will be triggered for the region to demonstrate conformity. This two-year deadline of November 2022 lines up with the expiration of Mobility 2045. Staff will continue to provide air quality standard updates as needed. Ms. Narvaez also provided an update for the current ozone season. To date, the region has experienced 29 exceedance days compared to 31 days at the same time last year, with only one level red day recorded. The current design value is 77 parts per billion, and the ozone season will come to an end November 30, 2019.

Nancy Luong provided an update regarding the Volkswagen settlement. Approximately \$209 million was allocated to the State of Texas as part of the Volkswagen settlement related to the installation of emissions defeat devices. Funding was divided at up to 4 percent for administrative costs, up to 15 percent statewide for zero-emission vehicle infrastructure, and at least 81 percent for mitigation actions in priority areas. To date, approximately \$58.7 million has been allocated for school, transit, and shuttle buses. Approximately \$42 million is expected to be available in October 2019 for refuse haulers, and the approximately \$69 million will remain for local freight and port drayage trucks, air ground support equipment, and forklifts or port cargo-handling equipment. The statewide bus funding distribution for priority areas was highlighted. Of all eligible areas, more money was requested than allocated except for the El Paso area. The vast majority of applicants were independent school districts. She noted that applications were limited to 20 bus per application every three months but since the funding was allocated on a first-come, first-served basis, funding requests exceeded available funds within the first three weeks of the funding availability. Ms. Luong also highlighted information from the refuse hauler funding expected to open in October. Eligible projects include engines model year 1992-2009 for vehicles such as garbage trucks, roll-off trucks, dump trucks, sweeper trucks, chipper trucks, and grapple trucks. The Dallas-Fort Worth region is allocated approximately \$8 million available for such projects. More information was provided in Electronic Item 4.2.

5. **Public Comment Availability at Regional Transportation Council Meetings (HB 2840):** Amanda Wilson provided an overview of House Bill (HB) 2840 requirements from the 86th Texas Legislature that last passed earlier this year. The bill states that members of the public must be allowed to make comments to a governmental body before or during the body's consideration of an item. If there is no device for simultaneous translation and a member of the public must use a translator, that person must be given double the amount of time to comment. In addition, a governmental body may not prohibit public criticism of the body. The bill took effect on September 1, 2019. She noted that the Regional Transportation Council (RTC) has not yet adopted rules and has an interim process in place that started at the September 12 meeting and will be in place for the October 10 meeting. A single public comment period will be held following the pledges but before any action items, including action on the meeting minutes. In addition, a Speaker Request Card will be available on which the speakers must identify their name, affiliation, and the agenda item on which they would like to speak. There is also an option for written comment, of which the comments will be provided to the RTC at a later time. Ms. Wilson noted that the bill addresses items the RTC considers, which staff believes can be interpreted as action items. Until the RTC has established its rules, comments will be taken on all items. She also noted that no public comments were received at the September 12 meeting. If comments are received, those will be documented in the RTC meeting minutes. Currently, staff members are working on various components of potential RTC rules for public comments at meetings and will be benchmarking local governments on a number of topics since this is not a new effort for city council and commissioners' courts. Staff will then draft rules for RTC consideration, including process and time limits. Staff will also look at additional documents, such as the RTC Bylaws and Public Participation Plan to incorporate any requirements, if necessary.

Other considerations will include room layout and personnel and technology needs to enforce time limits. Although a timeframe is unknown at this time, staff is working expeditiously to address the requirements. Todd Plesko asked if staff has considered how many minutes will be permitted. Ms. Wilson noted that there has been no suggestion by staff and that local governments will be benchmarked to determine how they address time limits. Mr. Plesko noted that Dallas Area Rapid Transit permits three minutes.

6. **Transportation 101:** Amanda Wilson provided an overview of a priority item requested by the Regional Transportation Council (RTC) Chair to develop a transportation funding public education campaign. The toolbox could be used by RTC members, other elected officials, or members of the Surface Transportation Technical Committee to help explain to members of the general public the transportation planning process in an easy to understand and enjoyable format. This information will also help to increase awareness of the transportation planning process in the Dallas-Fort Worth region. Resources to be included will include items such as PowerPoints, videos, and printed materials. Ms Wilson highlighted examples of existing resources from the TEXpress Lanes that could also be used. The TEXpress Lanes campaign was first developed at the request of former Chair Mark Riley and includes a PowerPoint presentation, script, pocket card, white paper, testimonial videos, and a myths/facts question and answer. A second existing resource, Funding 101, was requested by Senator Nichols many years ago and was revamped last fall for workshops with legislators. Funding 101 helps explain how transportation projects are funded. The only component at this time is a presentation, and staff is currently working on a public friendly web version that will highlight the story of transportation funding. In addition, staff has already begun work to develop materials for an enhanced community engagement program that was adopted by the RTC as part of the updated Public Participation Plan. The effort will seek public comment earlier in the process and materials could be included as part of the overall tool kit. Resources will include an education component about the planning process, interactive activities, listening sessions, and work with community organizations, non-profits, neighborhoods, business organizations and others to focus on groups that have not traditionally been involved in the planning process. Resources will be available in English and Spanish. Ms. Wilson noted that draft materials will be created for the Chair to determine where additional efforts should be focused and then RTC input will be sought. Members were asked to provide comments on successful efforts by their entities in communicating about transportation to the public.
7. **Hyperloop Certification Facility:** Michael Morris provided a status report on how the Dallas-Fort Worth region will respond to the anticipated Request for Proposals for a hyperloop certification facility. He noted that Virgin Hyperloop One is expected to release a Request for Proposals for a certification facility in the United States to test its hyperloop technology. Potential north/south facilities that could be used as a certification track include the area from Arlington/Grand Prairie to the Dallas-Fort Worth International Airport and the former Naval Air Station location between Dallas and Fort Worth. Provided in the presentation was the assumed specification table and two potential cross sections of the vehicle technology. Entities interested in proposing an eight to nine-mile area for a certification facility were asked to contact Angela Alcedo and provide an approximate alignment on a map, identify a preferred cross section, right-of-way status for the proposed corridor, and willingness to provide a funding commitment. The responses will help staff prepare for the upcoming Request for Proposals and are due by 5 pm on November 22. He noted that the phases and timing of the certification will likely change by the time the Request for Proposals is released but is currently expected to be built in four phases with the eventual track being 8-9 miles long. Two cross sections of a potential elevated facility were highlighted. Option 1 will contain hyperloop only. Option 2 will include hyperloop on the outside and next generation people mover or autonomous transit vehicle technology in the center. He noted that the Request for Proposals is anticipated in the winter, and the

Committee and Regional Transportation Council will be provided additional information regarding an application to have a certification facility located in the region. Chair Bryan Beck asked how staff perceived the ownership interest of the certification facility. Mr. Morris noted that many of the questions regarding ownership, contractual obligations, employment statics, facility specifications, and other technical details will be included in the Request for Proposals. Gus Khankarli asked what will happen to the structure once it is built. Mr. Morris noted that a facility that can be used in the future for another functional purpose has been suggested, because it has an added value. Eron Linn asked if the Regional Transportation Council (RTC) has allocated any funding towards the project. Mr. Morris noted that a minimal amount has been approved for travel to the test facility and for staff efforts. The RTC has not made a commitment to a certification facility to date. Alonzo Liñán asked what staff envisioned a proposal from entities would look like since this could potentially be a multijurisdictional project. Mr. Morris noted that staff has been reviewing options for a certification facility location for several months, with only two potential options. No additional options are expected from entities, but the North Central Texas Council of Governments would like to ensure entities that may be interested in having a certification facility within their jurisdiction have an opportunity to express that interest.

8. **High-Speed Rail Work Plan: Dallas/Arlington/Fort Worth:** Sandy Wesch presented a draft work plan for advancing high-speed rail technology between Dallas, Arlington, and Fort Worth. Efforts to date were highlighted. In 2016, the North Central Texas Council of Governments (NCTCOG) released a Request for Information to the high-speed rail industry asking for information about best practices and interest in implementing a high-speed rail project between Dallas and Fort Worth. In 2017, the Texas Department of Transportation (TxDOT) finalized its Dallas-Fort Worth Core Express Service with the publication of an alternative analysis report. A supplemental review of alignments between Dallas and Fort Worth was also completed in 2017 by NCTCOG staff. There have also been three procurements for station studies in Fort Worth, Arlington, and Dallas. The Fort Worth and Arlington documents were completed in 2017, with potential station locations for high-speed rail. The draft Dallas document is expected to be published soon and will be included on the NCTCOG website. She noted that \$5 million has been approved to procure consultant assistance and discussed the NCTCOG staff and Regional Transportation Council (RTC) member site visits to see the hyperloop technology. In addition, the hyperloop vehicle was recently at an event AT&T Stadium. Final efforts to date include agreements with the Federal Transit Administration and the Federal Railroad Administration that will be the federal agencies overseeing the study. Ms. Wesch also highlighted alignment study recommendations by NCTCOG in October 2017. Along with work by TxDOT in 2017, this will be a starting point for future alignment recommendations. However, both studies previously focused on high-speed rail and the new study will be broadened to also look at alternative technologies such as next generation magnetic levitation or hyperloop. Currently, staff is working on a public and agency engagement plan, determining what travel demand forecasting methodology should be used, and developing the draft purpose and need. In addition, efforts are underway to rebrand the project since the TxDOT study is known as the Dallas-Fort Worth Core Express Service. Data collection efforts have also begun, as well as development of a detailed work plan. Elements of the work plan were highlighted, and include a project overview, description of work, schedules, a project management plan, and other items. She noted that the description of work will include the scope of work for both NCTCOG and the consultant. Phase 1 will include public involvement and alternative analysis for both alignment and technologies. This phase is expected to take 12 months. The goal is to identify 1-2 alignments and 1 technology prior to the environmental analysis of Phase 2. Phase 2 is be a traditional preliminary engineering and environmental documentation that must be completed within a 2-year timeframe. A scope of work flowchart and draft schedule were also highlighted. Ms. Wesch noted the technology forum included as part of the flow chart. As the project begins, staff would like to hold a technology forum

and invite those from the high-speed rail, hyperloop, and magnetic levitation technology industries to the region to help educate NCTCOG and the public about the technology capabilities.

9. **Regional 10-Year Plan Commitments:** Christie Gotti briefed the Committee on the status of funding commitments on several projects in the Regional 10-Year Plan. As part of the updates to the Regional 10-Year Plan, staff identified projects or funding that was temporarily removed or swapped from one category of funds to another to help maximize potential Category 12 funding from the Texas Transportation Commission (TTC) in the 2020 Unified Transportation Program (UTP). Efforts to unravel some of the changes that were made to gain access to additional Category 12 funding were presented. Project changes have been divided into categories, which include projects to be refunded in a future Regional 10-Year Plan update, projects that remain unfunded, projects for which staff will continue to request TTC concurrence, and one project for which the Texas Department of Transportation (TxDOT) will be working on a solution. Projects proposed to be refunded in a future Regional 10-Year Plan were highlighted. Staff proposed that the swap of Category 12 funds for Category 2 funds on North/South Arterials in Collin County be reversed. In Dallas County, three projects were proposed to be refunded. Category 12 funding was proposed to be requested in the future for IH 35E from IH 30 to SH 183 (Lower and Lowest Stemmons) and IH 30 at Loop 12. On IH 30 from IH 45 to Bass Pro, staff proposed Category 2 funds to be added for the tolled components and Category 12 funds to be requested for the non-tolled components of the project. In Denton County, \$50 million in Category 2 funds were removed from the Greenbelt/Regional Outer Loop at FM 428 to leverage the funds elsewhere, and staff proposed to replace the Category 2 funds. Category 12 funds will continue to be requested from the TTC in the future for IH 30 at Monty Stratton in Hunt County. In Tarrant County, there are two sections of IH 30, one from IH 820 to Summit Avenue and one from US 287 to Cooper Street, from which Category 2 funds were removed in order to move forward with the Southeast Connector and SH 170 projects. Staff proposed that the funds be replaced. Ms. Gotti also highlighted projects proposed to stay unfunded: IH 35E in Dallas County from 67 to Laureland and IH 35E Interchanges in Ellis County at Business US 287, US 287 Bypass, Lofland, and Sterret in Ellis County. In addition, she noted that there were a couple of projects for which funding was utilized and that should be reflected in the 10-Year Plan. The funding was previously for placeholders but are now on specific projects. On SH 183 (Midtown Express), approximately \$420 million was moved to fund interchanges at Loop 12, SH 183, and SH 114. For IH 35E Phase 2 in Denton County, there was a substantial amount of money on the corridor that was placed on five interchanges. Staff proposed that the funds are considered as the second phase commitments to these corridors. Next, Ms. Gotti discussed projects that have funding identified and for which staff proposed to continue to push to have the projects included in the UTP. These include the North/South Roadways and US 380 in Collin County that have not been included in the UTP, since the projects are placeholders and do not have control-section-job (CSJ) numbers. She noted that staff is working with TxDOT to see how the projects could be added to the UTP without CSJs, and working to get CSJs assigned to the projects for the next UTP update. In Hunt County, several projects were previously identified with Category 2 funds that were removed in order to use Category 12 funds on the projects. The TTC did not select the projects for Category 12 funding. Staff proposed that the funds for the projects be reverted back to Category 2 and will continue to seek TTC concurrence on the projects. These include FM 1570 from IH 30 to SH 66, FM 2642 from FM 25 to SH 66, IH 30 at FM 1902, and SH 24/SH 11 from Culver Street to Live Oak and SH 11 from SH 24 to Monroe Street. In addition, staff will continue to request TTC concurrence for SH 183 at Pumphrey in Tarrant County. This is a new project, also without a control-section-job number and staff believes this is the reason it was not included in the UTP. The final category discussed was a project for which staff will request that TxDOT take the lead regarding how to fund it. A Hunt County project, US 377 in Granbury, had been listed in the

UTP with Category 2 funds, but had not ever been listed in the region's 10-Year Plan. TxDOT removed the project because it was not in the region's list. However, this project received 200-300 public comments. Staff proposed that TxDOT coordinate to determine how to move forward with the project. Ms. Gotti noted that staff will engage in discussions with TxDOT as will be proposed in Agenda Item 10. Funding availability for the next iteration of the 10-Year Plan and 2021 UTP will also be identified and then staff will begin work on the next list of projects through review of the first 10-year increment of the Mobility Plan.

- 10. Next Steps with the Texas Department of Transportation:** Michael Morris presented next steps proposed to reengage with the Texas Transportation Commission (TTC) on innovative transportation funding policies. He highlighted the proposed "regional compact" or partnership that is focused on goods movement, rail system, and system of managed lanes. Elements include local option, leveling the playing field for local entities within transportation service areas and new local governments, the history and effectiveness of Texas Department of Transportation (TxDOT) funding tools, what Class 1 railroads do/do not do well, seamless rail and requests for regional passenger rail, the institutional structure of hyperloop for movement of people and goods, tolled managed lanes that cannot proceed and the impact to the future transportation system, and guaranteed transit within tolled managed lanes. Mr. Morris discussed the previous agenda item regarding the Regional 10-Year Plan and work with TxDOT on the Unified Transportation Program (UTP). He noted that the recent method used is unsustainable and must be corrected. Next steps with TxDOT will begin with partnership. He discussed the responsibility of the Metropolitan Planning Organization (MPO) regarding planning and the responsibility of the Texas Transportation Commission, each of which have "veto" authority regarding project selection and must give consent for projects to move forward to implementation. The Regional Transportation Council (RTC) can block projects the State selects for funding by not including the projects in the Mobility Plan, Transportation Improvement Program, Congestion Management Process, and/or Air Quality Conformity. He noted that partnership is needed in order to build transportation and that one entity cannot move forward without the other entity. In addition, under federal rule, half of the project selection authority rests with the Governor and half with local elected officials in the region, so by definition, a partnership exists. The second element is innovative funding for environmental clearance and construction. In the past, revenue has been available through local contributions, North Texas Tollway Authority (NTTA) loans, the Transportation Infrastructure Finance and Innovation Act (TIFIA), loan funding available through Emmitt Smith, the State Comptroller, public-private partnerships, Regional Toll Revenue funds, NTTA toll roads, tolled managed lanes, and TxDOT loans. This innovation has led to moving projects quickly in the region which has resulted in the control of congestion despite the continued growth of the region. In the future, he noted the importance of focusing on the environmental clearance of tolled manages lanes, borrowing money to get projects to construction faster, the need for a public-private partnership on IH 35 in Austin, and tolled managed lanes in the region. Statewide formula allocation is the third element for discussion with TxDOT. He explained the historical partnership with TxDOT and the decision for the statewide formula allocations, which has been documented through minutes of the TTC meetings, correspondence from Senator Nichols, the Regional Toll Revenue agreement, and legislation. As the size of Category 12 Commission Strategic funds have grown over time, the importance of statewide formula allocation remains important. He noted that staff will be reviewing the past two to three UTPs to ensure that the formula allocations have been followed. He noted that the SH 183 TIFIA has been approved by the Federal Highway Administration, but that TxDOT Headquarters has not placed the funding on SH 183 as intended, so this must also be resolved. The next element of the discussion is toll advancement. He noted there is no referendum, and that the credit for all projects, not just Clear Lane projects, should be given to the Governor. The region would like the ability to implement tolled managed lanes. He noted the importance of good government principles and that if an MPO has good

government principles for those types of projects, it should be permitted to build tolled managed lanes. In addition, the next phase of toll road implementation is needed. He proposed that staff engage with NTTA about their next steps for toll projects in the region. He also noted that TxDOT builds good projects and proposed that staff also work with TxDOT regarding policy issues directly. Mr. Morris provided additional information about MPO good government principles, the foundational element for the conversation with TxDOT that outlines the conditions under which tolled managed lanes could be built. MPOs will work with toll road entities to update the toll road system, must demonstrate that Proposition 1 and 7 revenues do not meet transportation needs, and must have representation that is a minimum of 75 percent elected officials. In addition, MPOs must have a second vote of elected officials for consideration of a tolled project and it must be approved with a 66 percent super majority roll call vote. The MPO must also have a policy that restricts tolled managed lanes to a minority of its planning area and to reduce tolls in non-congested times once bonds, operations, maintenance, and rehabilitation funds are established. As a result of these MPO good government principles, tolled managed lane financial tools would be reestablished. Lastly, policy implications were presented. Policies permit the region to advance the environmental clearance on toll projects such as tolled managed lanes on IH 30 in the TxDOT Fort Worth District. In addition, it allows for the continued construction of phased implementation for projects such as SH 183 and IH 35E. It would also permit the region to proceed with the US 75 Technology Lane, as well as new tolled managed lanes. He added that policy implications would not change the priority of Collin County projects that do not include tolled facilities except for a potential technology lane. In addition, conversations will be necessary with NTTA about the future of toll roads. Mr. Morris noted that included within the next steps with TxDOT are two major themes. The first theme is bringing goods movement, system rail, and system managed lanes together in a new structure with partnership. Perhaps the region should be doing things differently with Class 1 rail roads and the integration of regional passenger rail system, and obviously must continue to build the system of tolled managed lanes in the region. Second, the most recent process used regarding the 2020 UTP development and Regional 10-Year Plan is not sustainable. Members were asked to provide comments on how to move forward with the partnership. John Polster discussed the historical statewide formula allocation and noted that the term that has been part of the past partnership is concurrence. Concurrence is needed for the region and the State to move forward with project implementation. He noted that he believed this effort is a good start in educating the Commission, Governor, and Legislature who may not be aware of or recognize the history or law associated with the partnership with TxDOT. He noted that the region should engage with TxDOT Headquarters and suggested that the local TxDOT districts not be placed in the middle of the conversation. He added that the region should aggressively defend its rights and that concurrence is the tool to do so. He expressed his opinion that the Commission and the Governor are ignoring the historical partnership and commitment made with the region. Mr. Morris noted that there is not a clear understanding of the partnership by TxDOT Headquarters, but that he believes the region should lead with the elected officials to renew the past relationship. Mr. Polster noted that he wants the RTC to fully understand what the federal government was trying to do, which was to put elected officials in the region in the decision-making process. He added that he believed that concurrence should be part of the Transportation 101 material.

11. **Safety Program Performance Measures Report:** Camille Fountain provided an overview of the 2018 Transportation Safety Performance Measures. As required by federal rule, Metropolitan Planning Organizations must establish Highway Safety Improvement Program targets for five performance measures: number of fatalities, fatality rate, number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries. She noted that in February 2019, the Regional Transportation Council (RTC) adopted a resolution supporting the Highway Safety Improvement Program targets and highlighted the

Texas Department of Transportation (TxDOT) and North Central Texas Council of Governments (NCTCOG) 2019 targets. The targets are calculated on five-year rolling average and are updated annually with a 2 percent reduction identified by 2022. Next, Ms. Fountain highlighted 2014-2018 crash statistics for the 12-county metropolitan planning area. Fatality crashes decreased 8 percent regionwide, with the highest decrease in Hood County highest increase in Parker County. The top 10 contributing factors for serious injury and fatality crashes on limited access facilities were also highlighted, with speeding and driver related factors as the highest percentages. In addition, Ms. Fountain reviewed crash rates for limited access facilities. For 2018, the regional crash rate was approximately 77.40 percent and calculated per 100 million vehicle miles traveled. Crash rates for Collin and Dallas Counties were higher than the regional average. Also highlighted was NCTCOG bicycle and pedestrian crash data. From 2014-2018, a general increase in bicycle and pedestrian crashes was noted, but from 2017-2018 there has been a 13 percent decrease in bicycle crashes and a 3 percent decrease in pedestrian crashes. Although pedestrian fatalities have decreased, bicycle fatalities have increased. She noted that NCTCOG is working in partnership with TxDOT to address bicycle and pedestrian crashes and develop a Pedestrian Safety Action Plan. Next, she provided an overview of three Traffic Incident Management training course tracks, as well as attendance for each of the courses. She noted that attendance for specific agencies are available in the report and added that attendance is one of the scoring components for an upcoming Incident Management Equipment Purchase Call for Projects. An overview was also provided of hazardous material data for incidents that occurred along limited access facilities within the 16-county region. Incidents increased from 2017 to 2018. Next, she provided information about the Regional Roadside Assistance Patrol Program. Areas where assistance is focused, the number of assists, and types of assists were highlighted. Ms. Fountain also provided data on the Wrong-Way Driving Mitigation Program which is focused on reducing the number of high-speed collisions on regional limited access facilities by installing wrong-way driving countermeasures and roadway improvements. Phase 1 and Phase 2 efforts were discussed. She added that NCTCOG recently released a Request for Information, in partnership with TxDOT and NTTA, requesting a proven technology to detect and verify wrong-way drivers. Wrong way driving crash rates were also highlighted. From 2014-2018, there was an 9.2 increase for the 12-county metropolitan planning area but crashes only increased by 3 percent from 2017-2018. Also highlighted were crashes in which at least one driver was under the influence of alcohol, drugs, or medication. From 2014-2018, the number of impaired driver crashes has increased approximately 5 percent overall. She noted that 2018 data includes data for which all three contributing factors compared to previous reports that only included primary contributing factors. Motorcycle injury data was also presented, with nearly 11,000 injuries sustained by those riding motorcycles over the past five years. While motorcycle injuries represent less than 1 percent of all motorist injuries, they account for 25 percent of fatalities and 20 percent of serious injuries. In closing, Ms. Fountain provided information about the upcoming November 7, 2019, Executive Level Traffic Incident Management Course. Additional details about the performance measures presented were provided in Electronic Item 11.

12. **Fast Facts:** Nancy Luong highlighted current air quality funding opportunities for vehicles. In addition, she noted flyers, distributed at the meeting, that contained information about the Texas Emission Reduction Plan Light-Duty Motor Vehicle Purchase or Lease Incentive Program and the Texas Natural Gas Vehicle Grant Program. Additional information was provided at www.nctcoq.org/trans/quality/air/funding-and-resources/fundingvehicle.

Ms. Luong also highlighted upcoming Dallas-Fort Worth Clean Cities events. She noted that the North Central Texas Council of Governments (NCTCOG) will cohosting a meeting on October 10, 2019, with the Texas Natural Gas Vehicle Alliance. Details were provided at www.dfwcleancities.org/dfw-clean-cities-meetings.

Anthony Moffa noted that NCTCOG has organized Car Care Clinics for the past six years to encourage drivers to properly maintain their vehicles due to the positive effect on air quality. Three clinics are schedule in the region during October. Additional information was provided at www.ntxcarcare.org/.

Huong Duong noted that NCTCOG has been an affiliate of the Environmental Protection Agency (EPA) Smart Way Transport Program since 2006. Beginning in August 2017, EPA Smart Way decided to change its approach on outreach and asked affiliates to share Smart Way articles and resources to its region's groups and stakeholders through newsletters and social media related to a monthly theme. NCTCOG was recently recognized by EPA for continuing its efforts to promote and distribute EPA Smart Way information and resources for the program by sharing information about efficient freight information with participating groups and stakeholders.

Brian Wilson highlighted the 511DFW Fact Sheet provided in Electronic Item 12.1. He noted that fact sheets on this and other topics are available at www.nctcog.org/factsheets.

Nicholas Allen noted that a summary of transportation and air quality bills of interest that were approved during the 86th Texas legislature was provided in Electronic Item 12.2 and also available at www.nctcog.org/legislative.

Whitney Vandiver presented 2019 Air North Texas Clean Air Action Day results. On June 21, 2019, a total of approximately 2,800 clean air action commitments were documented from approximately 1,200 individuals that participated in the event. Ms. Vandiver thanked all partners who held events, as well as those who participated in other Clean Air Action Day events. Details were provided in Electronic Item 12.3.

Brian Wilson noted that a July online input opportunity was held July 15-August 28, 2019. Input was received on 2020-2022 Disadvantaged Business Enterprise goals and other transportation programs. A summary of public comments received was provided in Electronic Item 12.4. Mr. Wilson also announced the upcoming October 14 public meeting that will be held at 6 pm in the Transportation Council Room at NCTCOG. Staff will present information on the program of projects and clean vehicle funding opportunities. Details were provided in Electronic Item 12.5.

Victor Henderson noted that public comments received from July 20-August 18, 2019, from the general public were provided in Electronic Item 12.6.

Evan Newtown provided an update to the east/west funding equity report. With the final 2020 Unified Transportation Program (UTP) approved, Category 12 Clear Lanes and Category 12 Strategic Priority funding was awarded for various projects in the region, bringing the cumulative funding equity total to 26.91 percent for the western subregion and 73.09 percent for the eastern subregion. Details were provided in Electronic Item 12.7.

The current Local Motion was provided in Electronic 12.8, and transportation partner program reports were provided in Electronic Item 12.9.

13. **Other Business (Old and New):** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on October 25, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 pm.



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

November 2019

CALENDAR

November 1, 11 am

DRMC

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

November 6, 8:30 am

TRTC

Fort Worth Central Station
1001 Jones St.
Fort Worth, TX 76102

November 11, 6 pm

Public Meeting

NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

November 14, 1 pm

Regional Transportation Council

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

December 6, 1:30 pm

**Surface Transportation
Technical Committee**

NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

NCTCOG eyes proposals for high-speed study

High-speed transportation in North Texas has drawn interest from everyone from students to planners, policymakers to industry professionals. The idea of traveling between Dallas and Fort Worth in just a few minutes appeals to people in an area experiencing some of the most intense growth in the country. It would add another option to help residents get to their destinations, but may also serve as a gateway to other parts of Texas.

What the high-speed transportation will look like is expected to become clearer soon. The North Central Texas Council of Governments has released a request for proposals for firms interested in developing and evaluating technologies and alignments, as well as documenting these efforts through the NEPA process for the Dallas-Fort Worth corridor, including Arlington and Dallas Fort Worth International Airport. NCTCOG, the Federal Railroad Administration and the Federal Transit Administration will administer this study.

Several potential methods exist, including high-speed rail and hyperloop technology. With Texas Central's work in the Dallas-to-Houston corridor, there is already an effort to bring high-speed rail to Texas.

Hyperloop technology was demonstrated in Arlington as part of a national tour by Virgin Hyperloop One over the summer, and the company is considering the region to house a certification facility.

The selected option should enhance the regional transportation system and connect the metropolitan area with other proposed high-performance passenger systems in the State. A consultant is currently studying the feasibility of bringing high-speed transportation to the Fort Worth-to-Laredo corridor.

Firms interested in studying the Dallas-Fort Worth corridor must submit proposals to NCTCOG by 5 p.m. Friday, December 13.

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



DART breaks ground on Silver Line regional rail

Work on Dallas Area Rapid Transit's Silver Line has begun. DART held a series of ceremonial ground-breaking events in September along the route of the 26-mile regional rail line, which will run from Plano to DFW Airport, where passengers can connect with Trinity Metro's TEXRail.

Opening in December 2022, the \$1.1 billion project will provide passenger rail connections and service that will improve mobility, accessibility and system linkages to major employment, population and activity centers in the northern part of the DART service area. The Silver Line will

traverse a total of seven cities: Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano. Service will include 10 stations across the alignment, providing new transit opportunities for North Texas residents and delivering greater capacity and connectivity, spurring economic development, and supporting workforce development across the region.

The stations are DFW Terminal B, DFW North, Cypress Waters, Downtown Carrollton, Addison, Knoll Trail, UT Dallas, CityLine, 12th Street and Shiloh Road.

In addition to the TEXRail connection, DART's Silver Line will interface with three existing rail lines: The Red/Orange Lines in Richardson/Plano, the Green Line in Carrollton and the Orange Line at DFW Airport. — By Dallas Area Rapid Transit

Volkswagen funding for refuse vehicles now open

The Texas Volkswagen Environmental Mitigation Program has opened the next round of funding for projects to replace or repower old diesel refuse vehicles. Refuse vehicles may include garbage trucks, recycling trucks, roll-off trucks, dump trucks, grapple trucks and chipper trucks.

Approximately \$8.3 million in funding is available to the Dallas-Fort Worth area, including the counties of Collin, Dallas, Denton, Ellis, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise. Local governments are eligible to receive up to 80% funding for replacements and repowers. Grants will be awarded on a first-come, first-served basis. Visit www.tceq.texas.gov/agency/trust for more information about the program and grants available.



DART photo

Officials celebrate the groundbreaking of the DART Silver Line during a celebration in Addison. The regional rail line is expected to be complete in 2022.

LEGISLATURE

HB 2840 introduces public comment at RTC

A new law passed by the Texas Legislature has changed how public comments are treated at Regional Transportation Council meetings.

Known as House Bill 2840, the law is intended to make it easier for Texans to address government entities before any votes are taken or items are discussed.

As of September 1, there is a single comment period at the beginning of each RTC meeting.

Comment cards will be provided. If members of the public wish to comment, they must submit their cards and specify which agenda items they plan to address. Then, they will be allowed to speak or simply submit their written comments. Both forms of commentary will be added to the official minutes.

Going forward, other considerations will be made such as room layout, additional personnel and technology needs in order to enforce time limits and ensure RTC meetings flow efficiently.

The RTC will also have to officially adopt a new set of rules regarding public comments in the future. There are special provisions for non-English speakers. Individuals who require interpreters will be given extra time to convey their message to the RTC.

REGIONALNews

Video series highlights DFW bike trails

Each day, North Texas' regional trail system plays a major role in helping people travel to schools, jobs, retail areas, transit stops and other important destinations. To highlight the regional trail network across the Dallas-Fort Worth area, NCTCOG has begun a series of monthly videos.

The videos focus on the benefits of trails, such as transportation and regional connectivity, access to job centers, and community enhancement. They include interviews with local government leaders and staff who helped develop the trails, as well as trail users and organizations important to their maintenance and promotion. The videos are intended to be a resource for people to learn about great bicycling and walking facilities all around them.

Over the next several months, NCTCOG's Sustainable Development Team will release — on the first Friday of each month — videos showcasing a specific trail in the region. You can view these videos by visiting www.nctcog.org/bikeweb. Watch for new trail videos each month. In the meantime, grab your helmet and bike or walking shoes and go explore.

NCTCOG selected for zero emissions funding

NCTCOG has been selected to receive funding from the Federal Highway Administration to create a plan for the build-out of electric vehicle charging and hydrogen refueling infrastructure along Interstate Highway 45. This is a critical step in the transition of this highway to a Zero-Emission Vehicle Corridor and will enable emissions-free travel, with focus on the freight sector. Last month, the RTC approved an application to FHWA for funding for the project.

NCTCOG, in cooperation with the Houston-Galveston Area Council, will develop a stakeholder group that includes fleet users, hydrogen and electric vehicle industry representatives, research groups, and utilities.

This initiative is part of a longer-term, broad view of IH 45 as a strategic corridor for sustainable initiatives, which could include autonomous vehicle technologies, truck platooning and other emerging transportation elements.

Transportation Resources

Facebook

Facebook.com/nctcogtrans

Twitter

Twitter.com/nctcogtrans

YouTube

YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

\$8.3 million

Funding available through the Volkswagen settlement to replace or repower old diesel refuse vehicles.

PUBLIC *Involvement*

Public to receive hyperloop update Nov. 11

NCTCOG will host a public meeting in November to provide updates on several transportation projects and initiatives, including hyperloop technology.

The meeting will take place at 6 pm Monday, November 11 at NCTCOG's Arlington offices, 616 Six Flags Drive.

With transportation needs increasing throughout the region, NCTCOG is focused on several innovative projects that could increase the reliability of the system. Staff will provide a status report on one of these, hyperloop technology.

In addition, the meeting will touch on HOV transportation control measures (TCMs), which are not yielding the same emissions benefits they once were. Consequently, they could be removed from the clean air plan, known as the State Implementation Plan. If taken out of the plan, they must be replaced by other projects that achieve equivalent emissions benefits. NCTCOG staff has identified traffic signal corridors in the nonattainment region that will serve as alternate TCM projects.

Staff will also highlight 12 shared-use trails within the Dallas-Fort Worth region through a series of videos detailing their benefits, including economic development, regional connectivity and improved quality of life.

Finally, the meeting will feature a discussion of alternative fuel corridors. The US Department of Transportation must identify highways that have adequate alternative fuel infrastructure. Staff will present an update on the current status of highway designations and next steps to alternative fuel station signage and development of additional infrastructure.

Information on the Regional Smoking Vehicle Program and Know Before You Fly Your Drone workshops will be highlighted.

To watch the meeting online, click the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration or the Texas Department of Transportation.