

AGENDA

**Regional Transportation Council
Thursday, August 9, 2018
North Central Texas Council of Governments**

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

- 1:00 – 1:05** 1. **Approval of July 12, 2018, Minutes**
 Action Possible Action Information Minutes: 5
 Presenter: Gary Fickes, RTC Chair
 Item Summary: Approval of the July 12, 2018, minutes contained in [Reference Item 1](#) will be requested.
 Background: N/A
- 1:05 – 1:05** 2. **Consent Agenda**
 Action Possible Action Information Minutes: 0
- 2.1. **Approval of Regional Toll Revenue Funds to Bridge Funding Gap for STAR Transit**
 Presenter: Shannon Stevenson, NCTCOG
 Item Summary: Staff will request Regional Transportation Council (RTC) approval to utilize previously authorized Regional Toll Revenue (RTC) funds to bridge a funding gap for STAR Transit to ensure continuation of urban service.
 Background: In 2016, subrecipient funding agreements with the Texoma Area Paratransit System (TAPS) for the use of Federal Transit Administration (FTA) Urbanized Area Formula Program funds were terminated. Remaining FTA funds were reprogrammed to regional partners for use within the Dallas-Fort Worth-Arlington Urbanized Area through the February and August 2017 revisions to the 2017-2020 Transportation Improvement Program. The RTC approved the use of these funds by STAR Transit for the provision of urban transit services. Due to various delays in finalizing the transfer of funds into an FTA-approved grant, STAR Transit is facing suspensions of urban service until the FTA funds become available.
- Staff will request authorization to temporarily utilize existing RTC-allocated RTR funds previously authorized by the RTC for transit projects in an amount not to exceed \$250,000 to ensure continuation of urban transit services by STAR Transit. Once the FTA funds become available, all expenses paid with RTR funds will be reimbursed. All federal requirements will apply

to ensure federal reimbursement to the North Central Texas Council of Governments is eligible. More information can be found in [Electronic Item 2.1](#).

Performance Measure(s) Addressed:

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

2.2. Clean Fleets North Texas 2018 Call for Projects Funding Recommendation

Presenter: Lori Clark, NCTCOG

Item Summary: Staff will request approval of funding recommendations for an additional application received under the Clean Fleets North Texas 2018 call for projects (CFP).

Background: The North Central Texas Council of Governments (NCTCOG) opened the Clean Fleets North Texas 2018 CFP to award grant funds for diesel vehicle or equipment replacement projects in North Central Texas. Applications are accepted on a modified first-come, first-served basis with monthly application deadlines. Staff completed review and emissions quantification of one additional application received since the last Council approval and recommends funding for this project. This CFP is funded through the Environmental Protection Agency's National Clean Diesel Funding Assistance Program and Texas Commission on Environmental Quality Supplemental Environmental Project. This initiative is an extension of clean vehicle efforts listed as weight-of-evidence in the Dallas-Fort Worth 2016 Eight-Hour Attainment Demonstration State Implementation Plan. [Electronic Item 2.2.1](#) provides an overview of the call for projects. [Electronic Item 2.2.2](#) provides additional detail on recommended projects.

Performance Measure(s) Addressed:

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

2.3. 2017-2018 Blue-Green-Grey Application for New Ideas Round 2

Presenter: Emily Beckham, NCTCOG

Item Summary: Staff will provide information regarding the Blue-Green-Grey Application for New Ideas Round 2 funding opportunity, proposals received, and evaluation process. A recommendation of projects to select for funding will also be provided and Regional Transportation Council action requested.

Background: The North Central Texas Council of Governments (NCTCOG) issued the Blue-Green-Grey funding opportunity on October 4, 2017. Applications were due on June 1, 2018. Eligible projects were to be in the

12-county Metropolitan Planning Area and address innovative outcomes focused on three elements – Blue (water), Green (environment), and Grey (transportation infrastructure). Eligible applicants could include teams of individuals, private firms, and governmental agencies and could receive a maximum award of \$50,000. NCTCOG will seek approval to proceed with awards for implementation of projects awarded through the 2017-2018 Blue-Green-Grey Application for New Ideas Round 2. [Electronic Item 2.3.1](#) provides additional information on application scoring. [Electronic Item 2.3.2](#) reflects NCTCOG staff award recommendations.

Performance Measure(s) Addressed:

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

2.4. Transit Implementation in Three Areas of the Region

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval for \$2 million to develop a comprehensive approach to planning and implementing transit services outside of transportation authority service areas in portions of Collin, Dallas, and Tarrant counties.

Background: Over the past few months, elected officials and other interested parties from Collin, Dallas, and Tarrant Counties have asked for assistance with developing a comprehensive approach to planning and implementing transit services outside of transit authority service areas. Most elements to be considered are similar in each request and include: internal and regional connections, focus on strategic implementation, near-term implementation, increased transportation options, funding options, and private sector involvement. Dallas County is also interested in the movement of goods in addition to people. Entities are requesting an independent assessment through the Metropolitan Planning Organization planning process. Consultants will be necessary, as well as coordination with the transportation authorities to ensure that the outcome is fair and equitable. Three different procurements will be initiated simultaneously with private-sector proposers able to submit on multiple requests. There is no intention to add additional transportation authorities. The preliminary cost estimate for this effort is \$2 million. More information is provided in [Electronic Item 2.4](#).

Performance Measure(s) Addressed:

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

2.5. **\$5 million Loan to Addison for the Cotton Belt**

Presenter: Christie Gotti, NCTCOG

Item Summary: Action will be requested on a \$5 million loan to Addison toward its commitment on the Cotton Belt Rail Line.

Background: Addison committed \$5 million to Dallas Area Rapid Transit (DART) for construction of the Cotton Belt Rail Line. In order to proceed to the next implementation phase, DART needs to have an agreement in place to receive these funds by August 14, 2018. Addison is unable to execute such an agreement and pay DART prior to construction completion. Therefore, DART and Addison have jointly approached the North Central Texas Council of Governments (NCTCOG)/Regional Transportation Council (RTC) with a proposal that the RTC will contribute Addison's \$5 million commitment up front in Fiscal Year (FY) 2019 with federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Addison would return funds back to the RTC starting in FY2022 (anticipated construction completion year). Payback is anticipated for 10 years or less. NCTCOG staff proposes an interest rate of 1.8 percent (similar to the amount we receive for regional toll revenue funds plus 1 percent).

Performance Measure(s) Addressed:

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

1:05 – 1:20

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

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

1. Regional Transportation Council (RTC) Subcommittees (Chair Gary Fickes) ([Electronic Item 3.1](#))
2. RTC Member Representation at Events
 - RTC Chair Gary Fickes, Texas Transportation Commission
 - RTC Chair Gary Fickes, RTC Vice Chair Andy Eads, Loyl Bussell, and Jungus Jordan: Support for IH 35W Opening
 - T. Oscar Trevino Jr. Letter to Fort Worth Star Telegram
3. Texas Mobility Summit, October 28-30, 2018
4. North Tarrant Express Project Wins the American Road and Transportation Builders Association 2018 P3 Project of the Year Award
5. Emphasis on Safety Coming Forward: Freight Safety in August and Overall Safety in September
6. Current Electric Vehicle Incentive ([Electronic Item 3.2](#))
7. Air Quality Funding Opportunities for Vehicles ([Electronic Item 3.3](#))
8. Dallas-Fort Worth Clean Cities Events ([Electronic Item 3.4](#))
9. National Drive Electric Week ([Electronic Item 3.5](#))
10. Ozone Season Update ([Electronic Item 3.6](#))
11. Clean Air Action Day Results ([Electronic Item 3.7](#))
12. July Public Meeting Minutes ([Electronic Item 3.8](#))

- 13. Public Comments Report ([Electronic Item 3.9](#))
- 14. East/West Equity Update ([Electronic Item 3.10](#))
- 15. Recent Correspondence ([Electronic Item 3.11](#))
- 16. Recent News Articles ([Electronic Item 3.12](#))
- 17. Recent Press Releases ([Electronic Item 3.13](#))
- 18. Transportation Partners Progress Reports

1:20 – 1:30

4. **2019 Unified Transportation Program and Updates to the Regional 10-Year Plan**

Action Possible Action Information Minutes: 10

Presenter: Christie Gotti, NCTCOG

Item Summary: Staff will brief the Council on the status of project changes associated with the Regional 10-Year Plan that is being updated through development of the Texas Department of Transportation's (TxDOT) 2019 Unified Transportation Program (UTP). Staff will also update the Council on discussions with TxDOT regarding the Dallas-Fort Worth region's allocations in the UTP and carryover amounts from Fiscal Year (FY) 2017 and 2018. Regional Transportation Council (RTC) approval of the final project list will be requested.

Background: In December 2016, the RTC approved a set of projects for FY2017-2026 funded with Category 2 (MPO selection) and Category 4 (TxDOT district selection), and submitted for Texas Transportation Commission (TTC) consideration with Category 12 (TTC selection) funds. That action was the Dallas-Fort Worth region's response to the House Bill (HB) 20 10-year planning requirement. Since that time, TxDOT has included some of the region's projects into the UTP, but not all of them. It is anticipated that the region will submit largely the same subset of projects this year, but will make year of expenditure (i.e., inflationary) adjustments to project funding and coordinate with TxDOT Austin regarding the Category 12 projects of interest to the TTC. Staff has also been having discussions with TxDOT regarding the Dallas-Fort Worth region's allocations in the UTP and the efforts to determine carryover amounts from FY2017 and 2018. In July, the RTC authorized staff to make last minute funding updates to the 10-Year Plan based on ongoing conversations with TxDOT. The RTC also permitted staff to take advantage of negotiating opportunities to expedite already approved RTC projects using unobligated balances from other states. [Electronic Item 4](#) includes the proposed project listing. Staff will request RTC approval of the final 10-Year Plan update.

Performance Measure(s) Addressed:

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

1:30 – 1:40

5. **Metropolitan Transportation Plan Policy Bundles and Transportation Development Credits**

Action Possible Action Information Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council (RTC) on results from the Metropolitan Transportation Plan (MTP) Policy Bundle survey, including the plan to distribute available Transportation Development Credits (TDC). The RTC will be asked to take action to approve the recommended TDC distribution for successful policy bundle participants.

Background: Recommendations in Mobility 2045, the region's current MTP, consist of policies, programs, and projects that reflect regional priorities and support Mobility 2045 goals. As construction of infrastructure projects alone cannot achieve the goals of Mobility 2045, a voluntary list of policies available for adoption by local agencies was designed to encourage the development of alternative, strategic solutions. By voluntarily adopting 50 percent of these policies, participating agencies are eligible to receive TDCs to offset local funds for federal transportation projects. MTP Policy Bundle applications have been completed and reviewed, and staff will present a recommendation for distributing TDCs to successful entities for Fiscal Year 2019. [Electronic Item 5](#) includes a recommendation for TDC distribution for successful policy bundle participants.

Performance Measure(s) Addressed:

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

1:40 – 1:50

6. **Regional Transportation Council Bylaws Revision: Second and Final Reading**

Action Possible Action Information Minutes: 10

Presenter: Duncan Webb, Chair, RTC Bylaws Revision Subcommittee

Item Summary: Recommendations for revision of the Regional Transportation Council's (RTC) Bylaws and Operating Procedures will be presented for a second and final reading and approval.

Background: The Bylaws Revision Subcommittee met over the last few months to discuss potential revisions to the RTC's Bylaws and Operating Procedures. Proposed policy changes to the Bylaws include two adjustments to group representation, the addition of language related to county/city group alternate member appointments, modification of the month for appointment terms to begin for group representatives, a deadline for primary member notification of alternate member attendance at meetings, and recommended language that directs the Council to establish a policy for receipt of calls for project/funding initiative proposals to accommodate changes in technology over time. The Bylaws Revision Subcommittee voted unanimously to recommend the proposed Bylaws for Regional Transportation Council approval. The

Subcommittee's recommendations, which included both policy and administrative revisions, were presented to the full RTC at its July 12, 2018, meeting for a first reading. There were no proposed changes discussed at the meeting. A copy of the proposed Bylaws is provided in [Electronic Item 6.1](#). [Electronic Item 6.2](#) contains a presentation that summarizes the proposed revisions.

Performance Measure(s) Addressed:

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

1:50 – 2:00

7. **SH 161 Peak-Hour Shoulder-Use Lane: Texas Transportation Institute Before-After Study and Project Update**

Action Possible Action Information Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will provide an overview of the before-after study for the SH 161 Peak-Hour Shoulder-Use Lane completed by the Texas Transportation Institute (TTI) and provide updates on the ultimate project construction schedule and interim project completion.

Background: In late 2013, TTI began before-after analysis on the SH 161 Peak-Hour Shoulder-Use Lane interim bottleneck relief project. This project was completed and opened in September 2015, with after-data being collected in 2016. TTI has released its final report on the performance of the Peak-Hour Shoulder-Use Lane and have presented to North Central Texas Council of Governments staff and the Regional Safety Advisory Council. A summary of the final report is provided in [Electronic Item 7.1](#). The Peak-Hour Shoulder-Use Lane project will remain open until approximately December 2018 when the Texas Department of Transportation begins construction on the SH 161 ultimate section. Additional information is provided in [Electronic Item 7.2](#).

Performance Measure(s) Addressed:

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

2:00 – 2:10

8. **Performance Measures Target Setting**

Action Possible Action Information Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will present an update regarding the schedule and process for Metropolitan Planning Organization adoption of federally required performance measure targets. The targets are set in cooperation and coordination with the Texas Department of Transportation and local transit providers. Staff will outline the process leading to adoption of all regional targets.

Background: In December 2015, the Fixing America's Surface Transportation Act (FAST Act) was signed into law. The FAST

Act requires certain performance measures be included in the long-range metropolitan transportation planning process. These measures were established by a series of four rulemakings: Safety, Infrastructure Condition, System Performance/Freight/Congestion Mitigation and Air Quality, and Transit Asset Management. Previously, the region adopted targets for the Transit Asset Management and Safety performance measures.

Each performance measure rulemaking consists of several specific performance measures. Targets for these required specific performance measures must be adopted by the Regional Transportation Council (RTC) by November 15. In addition, the region will develop additional specific performance measures more representative of the region. The specific regional performance measures will more closely associate with the region's long-range transportation planning goals as outlined in the recently adopted Mobility 2045 Plan.

The process for adoption of targets will include a workshop for Surface Transportation Technical Committee members on August 24, 2018, with final targets presented to the RTC for action on November 8, 2018. Additional information is provided in [Electronic Item 8](#).

Performance Measure(s) Addressed:

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

2:10 – 2:20

9. **Freight Safety Awareness Initiative**

Action Possible Action Information Minutes: 10

Presenter: Jeff Hathcock, NCTCOG

Item Summary: Staff will provide information about the Freight Safety Awareness Initiative.

Background: The purpose of the Freight Safety Awareness Initiative is to help create awareness for safe driving habits near large freight vehicles both on roadways and at railroad crossings. The initiative includes: web content, fact sheets, billboards, radio and print ads. The end goal is to make freight transportation safer and more efficient for both providers and the public. For additional information, please see the initiative's website www.freightntx.org.

Performance Measure(s) Addressed:

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

2:20 – 2:30 10.

Public Participation Plan Update

Action Possible Action Information Minutes: 10

Presenter: Amanda Wilson, NCTCOG

Item Summary: Staff will present an overview of the Public Participation Plan and outline possible revisions, which are necessary to reflect Fixing America's Surface Transportation Act (FAST Act) requirements and changing demographics.

Background: The current Public Participation Plan, provided in [Electronic Item 10.1](#), was approved by the Regional Transportation Council in February 2015. In accordance with federal law, the Public Participation Plan defines public involvement procedures and comment periods, outlines strategies to inform the public, and describes measures to include diverse voices in the transportation and air quality planning process. The Language Assistance Plan is included as an appendix and will be updated to account for demographic changes. Other updates will address FAST Act stakeholder requirements and the increasing role of technology in public input opportunities. A 45-day comment period on an updated Public Participation Plan will begin with public meetings in September. A presentation containing additional information on the proposed revisions is included as [Electronic Item 10.2](#).

Performance Measure(s) Addressed:

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

11. **Progress Reports**

Action Possible Action Information

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

- RTC Attendance ([Electronic Item 11.1](#))
- STTC Attendance and Minutes ([Electronic Item 11.2](#))
- Local Motion ([Electronic Item 11.3](#))

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

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

14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for **1:00 pm, Thursday, September 13, 2018, at the North Central Texas Council of Governments.**

MINUTES**REGIONAL TRANSPORTATION COUNCIL
July 12, 2018**

The Regional Transportation Council (RTC) met on Thursday, July 12, 2018, at 1:00 pm in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following members or representatives were present: Richard Aubin, Mohamed "Mo" Bur, Carol Bush, Taylor Armstrong (representing Rickey D. Callahan), Mike Cantrell, George Conley, David L. Cook, Rudy Durham, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Curtistene McCowan (representing Robert Franke), Jim Griffin, Mojoy Haddad, Roger Harmon, Clay Lewis Jenkins, Ron Jensen, Jungus Jordan, Jennifer S. Gates (representing Lee M. Kleinman), Harry LaRosiliere, Scott Mahaffey, B. Adam McGough, William Meadows, Steve Mitchell, Cary Moon, Stan Pickett, Stephen Terrell, Tim Welch (representing T. Oscar Trevino Jr.), William Tsao, Oscar Ward, Cheryl Williams (representing Duncan Webb), Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: David S. Arbuckle, John Baker, Melissa Baker, Berrien Barks, Tara Bassler, Kenny Bergstrom, Jonathan Blackmon, Alberta Blair, David Boski, Jeremy C. Boswell, Jason Brown, Ron Brown, Carly Bulleit, Ken Bunkley, Pamela Burns, Brian Byrd, David Cain, Marrk Callier, Jack Carr, Angie Carson, Maribel Chavez, Jim Cline, Michael Copeland, Hal Cranor, Brian Crooks, Clarence Daugherty, Shelley Davis, Inga Dedow, Brian Dell, Kim Diederich, Chad Edward, Traci Enna, Baylea Evans, Kevin Feldt, Brian Flood, Keineth Fuller, Mike Galizio, Matt Gauntt, Dorothy Gilliam, Bob Golden, Christie Gotti, Alan Greer, Wade Haffey, Clint Hail, Victor Henderson, Matthew Holzapfel, Ivan Hughes, Terry Hughes, Tim James, Amy Johnson, Tom Johnson, Dan Kessler, Ken Kirkpatrick, Andrew Kissig, Chris Klaus, Paul Knippel, Dan Lamers, April Leger, Ray Leszcynski, Ramiro Lopez, Nancy Luong, Stanford Lynch, Mickey Marlow, Allysha Mason, Wes McClure, Keith Melton, Cliff Miller, Audrey Miranda, Mindy Mize, James Moffitt, Cesar Molina, Rebecca Montgomery, Michael Morris, Bailey Muller, Jenny Narvaez, Jeff Neal, Mark Nelson, Archie Nettles, Clayton Neville, Mickey Nowell, Mitch Parker, Johan Petterson, Shawn Poe, John Polster, James Powell, Fred Pratt, Vercie Pruitt-Jenkins, Molly Rendon, Bruce Rideaux, Bill Riley, Francisco Rodriguez, Tito Rodriguez, Greg Royster, Moosa Saghian, Steve Salin, Nick Sanders, Kelly Selman, Jerry Smiley, Chelsey Smith, Ron Smith, Shannon Stevenson, Dean Stuller, Gerald Sturdivant, Vic Suhm, Lauren Trimble, Whitney Vandiver, Dan Vedral, Jason Williams, Amanda Wilson, Brian Wilson, Alicia Winkelblech, John Wright, and Ed Wueste.

1. **Approval of June 14, 2018, Minutes:** The minutes of the June 14, 2018, meeting were approved as submitted in Reference Item 1. David L. Cook (M); Mike Cantrell (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Federal Functional Classification System Amendments:** Regional Transportation Council approval of four amendments to the currently approved Federal Functional Classification system was requested. Additional information was provided in Electronic Item 2.1. All amendments involve the construction of new roadways which are included in the current Transportation Improvement Program.
 - 2.3. **Transportation Development Credits for Clean Air Action Day:** Regional Transportation Council approval of 300,000 Transportation Development Credits for

award to up to three top participating entities (100,000 each) in the Surface Transportation Technical Committee Clean Air Action Day was requested.

A motion was made to approve Item 2.1 and Item 2.3 on the Consent Agenda. Kathryn Wilemon (M); Jim Griffin (S). The motion passed unanimously.

The following items were removed from the Consent Agenda and presented by staff.

2.2. Transportation Improvement Program Modifications: Ken Bunkley highlighted an update to page 9 of Electronic Item 2.2. Funding was identified in the document for IH 635 East as toll revenue funds, but the funding has changed and should be updated to Texas Department of Transportation right-of-way and planning funds. Mr. Bunkley noted that the overall funding amount remained unchanged. Regional Transportation Council approval of revisions to the 2019-2022 Transportation Improvement Program, as provided in Electronic Item 2.2 and updated at the meeting, was requested.

A motion was made to approve Item 2.2 on the Consent Agenda. Stan Pickett (M); Ann Zadeh (S). The motion passed unanimously.

2.4. Endorsement of Hyperloop and High-Speed Rail Next Steps: Michael Morris presented staff recommendations for high-speed rail. The environmental review of the Dallas to Houston corridor is underway. The Federal Railroad Administration (FRA) has held meetings in the impacted counties, and staff is optimistic the environmental document will proceed for high-speed rail investment by the private sector in this corridor. In the Dallas, to Arlington, to Fort Worth corridor, Mr. Morris noted he was asked by Texas Central Partners to meet regarding interest in extending its service from Dallas to Fort Worth. Staff is working to redraft the Texas Central Partners interlocal agreement for potential high-speed rail extending from Dallas, to Arlington, and to Fort Worth. North Central Texas Council of Governments (NCTCOG) staff and some Regional Transportation Council (RTC) members visited the hyperloop proving grounds to see the technology and meet the engineers. He noted that a recent hyperloop press release received significant media/social media interest. Mr. Morris also discussed previously approved funding for a conceptual feasibility study on the proposed high-speed rail corridor between Fort Worth and Laredo. Metropolitan Planning Organizations (MPO) in Dallas, Waco, Temple/Killen, Austin, San Antonio, and Laredo will work together to determine interest in high-speed rail or hyperloop technology connecting Fort Worth and Laredo. If successful, the draft work plan will be sent to other MPOs for final approval. The Executive Board will be asked to approve consultant assistance that will be available for all six regions. The communities will then request from the Texas Transportation Commission that the Texas Department of Transportation complete the Tier 2 environmental review for the corridor. Mr. Morris noted that with RTC approval, NCTCOG staff will meet with the FRA to work through a detailed work plan on alignments and technologies driven by interest from Irving and others to look at options other than the Trinity Railway Express corridor for high-speed rail between Dallas, Arlington, and Fort Worth. He noted the RTC has asked NCTCOG to take an aggressive posture towards technology and the Dallas-Fort Worth region being a region of transportation choice. Regional Transportation Council approval for consideration of hyperloop technology in the high-speed rail environmental document on the corridor between Dallas, Arlington, and Fort Worth, as well as the

conceptual feasibility study in the corridor between Fort Worth and Laredo was requested.

A motion was made to approve Item 2.4 of the Consent Agenda. Jungus Jordan (M); Oscar Ward (S). Carol Bush noted she was opposed to the Houston to Dallas high-speed rail project. The motion passed.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris introduced former Texas House Representative Larry Phillips. Mr. Phillips congratulated the Regional Transportation Council (RTC) for all it has done for transportation in the region and the State of Texas and noted that the group is a testament to the positive results that are gained when members work together to accomplish common goals. He also introduced Clay Barnett, Director of the Sherman-Denison Metropolitan Planning Organization and also encouraged members to reach out to new Senator-Elect Pat Fallon.

Michael Morris noted that SH 360 has opened and traffic counts are positive. He also discussed Vital Link students that were recently at the North Central Texas Council of Governments (NCTCOG) from Fort Worth Independent School District. In addition, he noted a Texas Motor Vehicle Safety Inspection Program survey available at: <http://bit.ly/SafetyInspection> to gauge statewide views on the State safety inspection program. A link to the newly launched NCTCOG website was provided in Electronic Item 3.1. Electronic Item 3.2 contained current air quality funding opportunities for vehicles, and upcoming Dallas-Fort Worth Clean Cities events were provided in Electronic Item 3.3. An ozone season update was provided in Electronic Item 3.4, Regional Smoking Vehicle Program information in Electronic Item 3.5, the 2018 Travel Demand Management Performance Report in Electronic Item 3.6, and the July public meeting notice in Electronic Item 3.7. Electronic Item 3.8 contained the current Public Comments Report. Recent correspondence was provided in Electronic Item 3.9, recent news articles in Electronic Item 3.10, and recent press releases in Electronic Item 3.11. Transportation partner progress reports were distributed at the meeting.

4. **Better Utilizing Investments to Leverage Development Discretionary Grant Program:** Jeff Neal presented proposed projects to be included in the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program application to be submitted by the North Central Texas Council of Governments. A copy of the Notice of Funding Opportunity for the \$1.5 billion program was provided in Electronic Item 4.1. Project application requirements, including minimum/maximum grant awards, was highlighted. The application submittal deadline is July 19, 2018. Proposed projects must meet an obligation deadline of September 30, 2020. Mr. Neal also highlighted the merit criteria evaluation used to select projects proposed for the application. It was noted that an important aspect of the program is the consideration of the ability for a project to generate non-federal revenue for transportation investments. In addition, the methodology for regional project selection was reviewed. Staff identified projects in both the eastern and western subregions, projects with potential partnership opportunities, recent grant project submittals, locations with potential to maximize non-federal revenue leveraging, and those with significant economic development opportunities. Proposed projects for the BUILD grant application were presented. Mr. Neal noted changes since presented to the Surface Transportation Technical Committee (STTC), noted in Electronic Item 4.2. Project cost for IH 635 East was updated to reflect action taken by the Regional Transportation Council (RTC) in May 2018. The RTC approved a project cost of \$1.6 billion resulting from a project cost savings of \$200 million due to expected design-build procurement and delivery innovations from the Texas Department of

Transportation (TxDOT). In addition, so that all projects were equally considered based on merit, the grant amount request for the Haslet project was increased to \$25 million. The final proposed project was TRE double-tracking multimodal improvements. Staff proposed that the grant amount for each application be \$25 million. The timeline for this effort was reviewed. A motion was made to approve the projects to be submitted in the North Central Texas Council of Governments 2018 BUILD application, with noted changes and to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning documents to include the projects if awarded. Mike Cantrell (M); Scott Mahaffey (S). The motion passed unanimously.

5. **Emissions Inventory Development Associated with Transportation Conformity:**

Michael Morris discussed the process to develop emissions inventories associated with transportation conformity and proposed action to communicate with the Texas Commission on Environmental Quality (TCEQ). Metropolitan Planning Organization (MPO) staff develop emissions inventories which are reviewed by TCEQ for inclusion into the State Implementation Plan as motor vehicle emission budgets (MVEB). Air quality conformity analyses are conducted using the same methodologies as are utilized in developing the MVEBs. Since the region is designated as nonattainment for ozone, the Clean Air Act requires that MPOs conduct air quality conformity analyses to ensure that transportation outcomes are consistent with the region's air quality goals. The TCEQ has proposed that a third party be used to develop baseline emissions. North Central Texas Council of Governments (NCTCOG) staff would then develop its own emissions inventories for the impacts of transportation projects in the region. The concern is that if the methodologies do not use the same assumptions, the transportation impact may not be measured accurately. Correspondence was provided to the State emphasizing the potential risks of the proposed approach, provided in Electronic Item 5.1. The State's response was provided in Electronic Item 5.2. NCTCOG staff requested to meet with various State agencies as shown in correspondence provided in Electronic Item 5.3. NCTCOG staff does not believe this approach helps meet its federal responsibility and proposes that it be the author of the base emission inventory in order to keep assumptions consistent when conducting air quality conformity analyses so that it can certify it is measuring the impacts to transportation not the difference in software, tools, or assumptions. Additional details were provided in Electronic Item 5.4. Mr. Morris noted a conference call was recently held with the TCEQ and that progress has been made in understanding the concerns. It is important that all parties understand the potential implications and risks. A motion was made to approve staff maintaining development of emissions inventories for Motor Vehicle Emissions Budgets that may later be used in Transportation Conformity analyses in an effort to protect consistency and ensure same methodologies are used. Action also included approval for staff to meet with the Texas Commission on Environmental Quality, the Texas Department of Transportation, and the Texas A&M Transportation Institute to discuss the risks and determine quality assurance on emissions inventories needed by the Texas Commission on Environmental Quality. In addition, action included approval for staff to ensure transparency on developments of emissions inventories and transportation conformity analyses with all interagency consultation partners. Clay Lewis Jenkins (M); Cheryl Williams (S). The motion passed unanimously.

6. **US 75 Technology Lanes:** Michael Morris discussed technology lanes on US 75. The Regional Transportation Council previously approved funding for technology lanes on US 75 north of IH 635 to McKinney. The technology improvements are modeled after similar improvements on SH 161 in Irving. The focus is on use of shoulder lanes to add additional capacity in the peak period, as well as use of shoulders in the off-peak period to mitigate

incident-related congestion. State funds have been approved for the design, but there is not federal approval to advance the construction of the technology lanes because Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds were used for the original high-occupancy vehicle (HOV) lane construction. Staff proposed to meet with the Federal Highway Administration to advance efforts. Legally, HOV users must be treated differently than single occupancy vehicle users. The proposal is to create a rewards program for HOV users as an incentive to encourage use in the nonattainment area. Phase 1 is a trip to Washington to demonstrate the difference in how HOV and SOV users are treated without introducing a toll in the corridor. Mr. Morris discussed options for the reward program. He noted that staff is already working on technology that can be used to sign up through a mobile phone application and met in Austin earlier this week with the Texas Department of Transportation (TxDOT) regarding the procurement process. Revenue approved for the current HOV discount will be used to finance the rewards program. He noted that a technology lane is also anticipated to be implemented in Tarrant County on SH 121 between SH 183 and Grapevine. Steve Mitchell discussed US 75 in Richardson and asked if there was any intention to change the implementation of the lanes from north/south bound to reversible. Mr. Morris noted that the shoulder would be used in the north/south bound lanes and that the lanes would not be reversible. Clay Lewis Jenkins asked if staff had any additional details about the potential rewards. Mr. Morris discussed the current Try Parking It website through which users can log alternative commutes and search for carpool and vanpool matches. Try Parking It could potentially be used to inventory the HOV trips that translate into some type of reward similar to the accounting system of frequent flyer miles. The proposed reward would be brought back for review by the Regional Transportation Council (RTC). Additional details will be developed once staff has received approval to move forward with the rewards option. Cheryl Williams discussed past RTC action to have a change in legislative language and asked if that was not accomplished. Mr. Morris noted that NCTCOG has been asked not to advance legislation because it could be perceived as earmarks. Since staff has not completely exhausted administrative resolutions, the proposal is to explore this tool first. Curtistene McCowan asked if any consideration for the use of this type of technology lane has been given to US 67 or IH 35E. Mr. Morris noted that once the technology has been through the pilot phase, staff will present Phase 2 of the pilot on the technology decision and Phase 3 on what behaviors to reward. Application in other corridors will then be considered. A motion was made to approve North Central Texas Council of Governments staff to meet with the Federal Highway Administration to get approval for the use of a rewards program so that the region can move forward with the already funded improvements on US 75. Steve Mitchell (M); Jim Griffin (S). The motion passed unanimously.

7. **2019 Unified Transportation Program and Updates to the Regional 10-Year Plan, Including Expediting Projects with Unobligated Balances from Other State**

Departments of Transportation: Christie Gotti presented the status of project changes associated with the region's 10-Year Plan that is being updated through development of the Texas Department of Transportation's (TxDOT) 2019 Unified Transportation Program (UTP). As part of this effort, North Central Texas Council of Governments (NCTCOG) staff has reviewed projects funded in the 10-Year Plan approved by the Regional Transportation Council (RTC) in December 2016. Proposed changes include updates to year-of-expenditure, total project costs, and updates resulting from revised construction costs and funding allocations. Staff is also working with TxDOT to confirm funds allocated to projects in the Regional 10-Year Plan for each fiscal year match funds in each corresponding year of the UTP. The review includes project lettings, confirmation of how carryover funds for Regional 10-Year Plan projects for each fiscal year are identified in the UTP, and

confirmation that additional increments of funding are reflected. Staff is working to have this finalized by the August RTC meeting. Ms. Gotti also noted a partnership with the Texas Transportation Commission to swap Category 2 funds with Surface Transportation Block Grant Program (STBG) or Congestion Mitigation and Air Quality Improvement Program funds. Based on initial feedback, the Federal Highway Administration has identified excess balances of funding available for projects that could go to construction this year. The State would like to take advantage of the excess funds and let projects. TxDOT has requested that two projects be advanced and funded with STBG instead of Category 2 funds: 1) FM 156 from US 81/287 to Watauga Road (\$32 million) and 2) US 377 from Johnson/Hood County Line to south of SH 171 (\$32.8 million). NCTCOG staff has been assured that no other projects will be impacted or delayed due to this action. In addition, this would free up Category 2 funds for other purposes. NCTCOG staff has tentatively agreed to the proposal pending RTC approval. In addition, Ms. Gotti also discussed projects identified in the Regional 10-Year Plan to potentially be funded with Category 12 projects by the Texas Transportation Commission. She noted the draft 2019 UTP includes Category 12 funding for many of the projects, including \$420 million for the SH 183 interchange projects in Irving and \$100 million more than requested (\$380 million total) of additional Category 12 funding for part of the Southeast Connector project in Fort Worth. This also frees up additional Category 2 funds for use on other projects. A revised map of the projects in the 10-Year Plan was highlighted. In addition, a revised project listing showing changes was provided in Electronic Item 7.1. She noted that in addition to the other changes discussed, Proposition 1 projects have been funded and added to the 10-Year Plan. The timeline for this effort was reviewed, which includes public meetings later in July. Additional information was provided in Electronic Item 7.2. Michael Morris elaborated on the projects proposed for funding with additional STBG cash-flow. This permits the State to use the additional cash from its Category 7 funding instead of the Category 2 funds, giving flexibility to the region. NCTCOG staff will then work to readjust Category 2 funding allocations. He also noted the TTC's discretionary authority of Category 12 funds and selection of projects to fund in the region. A motion was made to approve staff to continue to work with the Texas Department of Transportation to advance the projects in Electronic Item 7.1 as part of the development of the 2019 Unified Transportation Program and to allow flexibility for staff to make necessary project adjustments. Changes will be presented to the Regional Transportation Council at the August meeting for endorsement. Oscar Ward (M); Richard Aubin (S). The motion passed unanimously.

8. **Regional Transportation Council Bylaws – First Reading:** David L. Cook, Vice Chair of the Regional Transportation Council (RTC) Bylaws Revision Subcommittee, presented recommended revisions for a first reading. He noted that the Subcommittee met on three occasions and proposed changes to the Bylaws in four areas: 1) membership, 2) appointees, 3) attendance, and 4) council functions. Regarding membership, recommendations included adding the City of Sansom Park to the RTC member cities as a result of it now exceeding the 5,000 population threshold. In an effort to maintain the current membership of 44, staff also proposed moving the City of Keller to the North Richland Hills group to meet population size requirements and maintaining the number of Dallas, Highland Park, and University Park seats at six due to its representation of the three cities and Dallas Love Field Airport. Regarding appointees, the Subcommittee proposed that county/city groups permit the county that does not hold the primary seat to appoint the alternate member for the group. In addition, it was proposed that the two-year term for group representatives begin in July of even-number years to coincide with election/run-off election returns. Proposed changes to attendance included establishing a deadline of two hours in advance of the meeting for primary members to provide written notification to staff of

alternate members' meeting attendance. Finally, for council functions, the Subcommittee proposed for the RTC to establish a policy on the method by which calls for project/funding initiative proposals must be received to accommodate changes in technology over time. Mr. Cook noted that the RTC Bylaws Revision Subcommittee unanimously approved the proposed revisions. Proposed revisions, including administrative recommendations were provided in Electronic Item 8.1. Additional information was provided in Electronic Item 8.2. Michael Morris noted that absent any significant discussion by the RTC, a second reading and approval will be requested at the August 9, 2018, meeting.

9. **Transit Implementation in Three Areas of the Region:** Michael Morris presented information regarding three subregion transit requests received for Collin, Dallas, and Tarrant Counties. Over the past few months, elected officials and other interested parties have asked for assistance with planning and implementing transit services outside of transit authority service areas. In the northern portion of the region, the Cities of Frisco, McKinney, Allen, and Plano, have expressed a need for additional transit. Transportation Management Associations (TMA) currently exist in Plano and Frisco but more assistance is needed. In Dallas County, the Cities of Cedar Hill, Duncanville, DeSoto, and Lancaster are requesting planning assistance to get employees to employers at the intermodal hub. In addition, a TMA is also being requested. Cities within Tarrant County are also requesting transit outside the current Fort Worth Transportation Authority service area. The requests includes areas in which a pilot is currently funded for the Cities of Crowley, Everman, and Forest Hill, as well as other cities in Tarrant County. Most elements to be considered are similar in each request and include: internal and regional connections, focus on strategic implementation, near term implementation, increased transportation options, funding options, and private sector involvement. Dallas County is also interested in the movement of goods in addition to people. Entities are requesting an independent assessment through the Metropolitan Planning Organization planning process. Consultants will be necessary, as well as coordination with the transportation authorities to ensure that the outcome is fair and equitable. The preliminary cost estimate for this effort is approximately \$2 million. North Central Texas Council of Governments staff are working to identify a funding source and will then develop a work plan beginning in the next fiscal year. The effort must also be included in the Unified Planning Work Program. Feedback from members was requested, and Mr. Morris noted future action will be requested to move forward with this effort.
10. **Airport Transit Access:** Shannon Stevenson provided on update on transit accessibility between the Dallas Fort Worth International Airport and the Trinity Railway Express (TRE) CentrePort station. In 2009, the Dallas Fort Worth International Airport was awarded transit funds to implement a TRE shuttle service from the CentrePort Station to the remote south parking lot. This service provides critical last mile connections and access to jobs and employment-related activities. In March 2018, the airport notified the North Central Texas Council of Governments (NCTCOG) of its intention to discontinue the service once TEXRail service is fully operational in January 2018. NCTCOG staff then contacted the Dallas Fort Worth International Airport, Dallas Area Rapid Transit, and the Fort Worth Transportation Authority about the future of the service. Related correspondence was provided in Electronic Item 10. Ms. Stevenson noted that NCTCOG staff will continue conversations with the airport and potentially partner with the Fort Worth Transportation Authority on the possibility of incorporating the service into its existing, nearby routes. As discussions continue, there may be future options to implement advance technologies such as electric vehicles or an automated transportation system (people mover) for this service. Staff will provide an update to the Council in the future. Kathryn Wilemon discussed funding proposed in the Better Utilizing Investments to Leverage Development (BUILD) grant

application for TRE multimodal improvements. Michael Morris noted that staff is coordinating with the Dallas Fort Worth International Airport and the Fort Worth Transportation Authority about the importance of this last mile connection. There are several options for discussion in the near and long-term. Funding potentially received from the BUILD grant may be helpful.

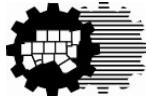
11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion in Electronic Item 11.3.
12. **Other Business (Old or New):** Oscar Ward provided information on the upcoming Transportation Investment Summit in Irving on August 23-24, 2018. He noted that registration is complimentary for all Regional Transportation Council members.
13. **Future Agenda Items:** There was no discussion on this item.
14. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, August 9, 2018, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:25 pm.

Approval of Regional Toll Revenue Funds to Bridge Funding Gap for STAR Transit

**Regional Transportation Council
August 9, 2018**

**Shannon Stevenson
Program Manager**



North Central Texas
Council of Governments

Background

2015

Texoma Area Paratransit Systems (TAPS) discontinued service in Dallas-Fort Worth-Arlington Urbanized Area

2016

NCTCOG terminated all subrecipient funding agreements with TAPS

2017

STAR Transit to receive TAPS funds; FY 2017 funds reduced by an amount equal to funds receiving from TAPS

RTC approved revisions to the 2017-2020 TIP to move remaining TAPS funds to STAR Transit

NCTCOG began grant modification process to reprogram funds to STAR Transit

2018

Grant allowing STAR Transit's use of remaining TAPS funds delayed. Federal approval is pending.

STAR expended their reduced FY 2017 allocation

NCTCOG's function as the Metropolitan Planning Organization

NCTCOG's function as the Designated Recipient of Federal Transit Administration (FTA) funds in the Dallas-Fort Worth-Arlington Urbanized Area

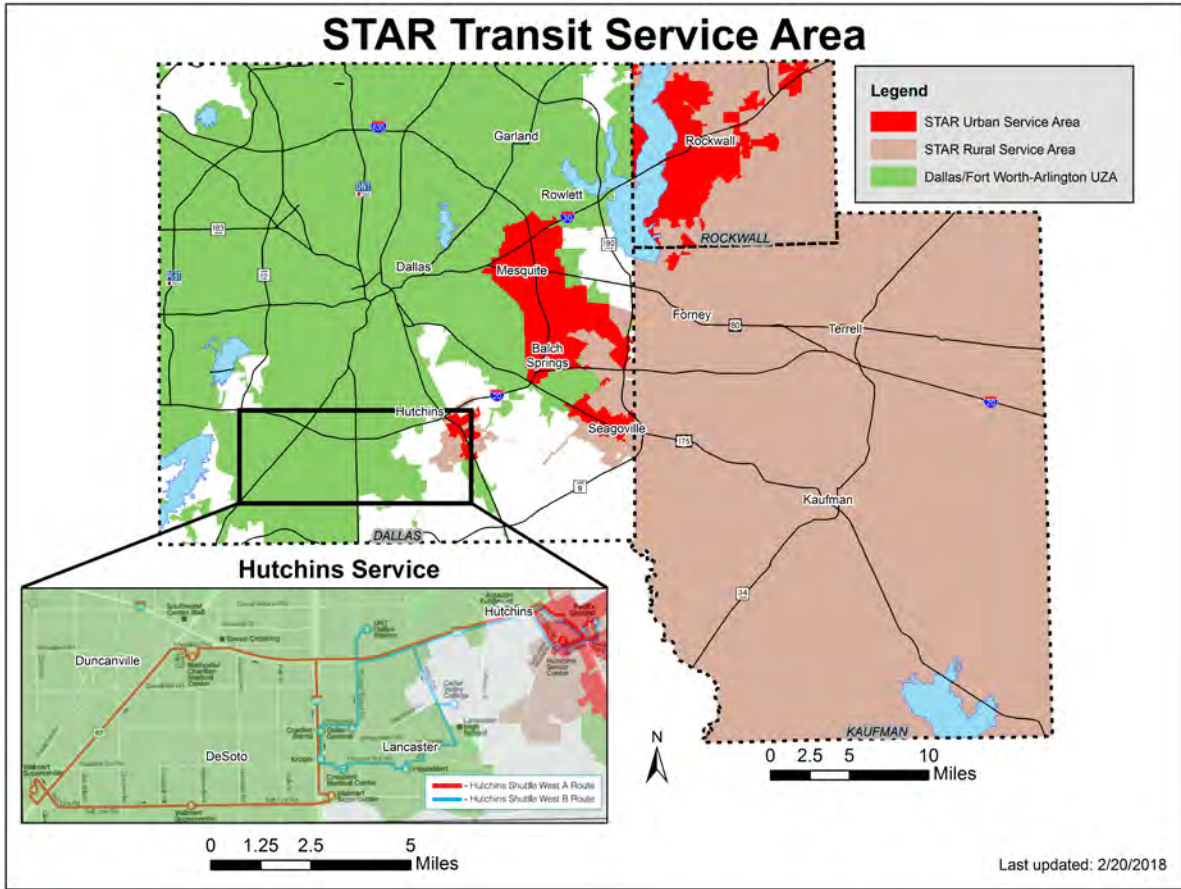
Funding Gap

Federal approvals and authorization to expend redistributed TAPS funds were anticipated by June 2018 but are delayed.

Funding gaps will result in reduced or suspended services provided by STAR Transit in the urbanized area.

STAR Transit Services At-Risk	RTR Bridge Funding Requested
Maintenance of transit vehicle state of good repair	~ \$100,000
Administration of FTA capital projects	~ \$120,000
Client-advocate services (trip counseling and dispatch)	~ \$30,000

Area of Impact



Tentative Schedule

Milestone	Estimated Timeframe
STTC Action	July 27, 2018
RTC Action	August 9, 2018
Executive Board Action	August 23, 2018
Execute Contract with STAR Transit for RTR Funds	August 2018
Federal Approval of FTA Grant	No definite date Anticipate within 60-90 days
Amend Contract with STAR Transit for FTA funds	Immediately Following FTA Grant approval
Reimbursement of RTR with FTA funds	Immediately Following FTA Grant approval

Action Requested

RTC Approval of:

To Utilize Previously Authorized RTR Funds to Bridge Funding Gap for STAR Transit to Ensure Continuation of Urban Service

(Once the FTA Funds Become Available, All Expenses Paid with RTR Funds Will Be Reimbursed to NCTCOG)

Contact Information

Shannon Stevenson

Program Manager

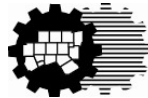
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817-608-2304

Clean Fleets North Texas 2018 Call For Projects Funding Recommendations

**Regional Transportation Council
August 9, 2018**

**Lori Clark
Program Manager**



**North Central Texas
Council of Governments**

Available Funding

**Sources: EPA National Clean Diesel Funding Assistance Program
TCEQ Supplemental Environmental Project Funds**

Funding Category	Amount
EPA Funds for Vehicle/Equipment Replacements*	\$2,000,033
TCEQ SEP Funds for School Bus Replacements**	+\$96,086
Call For Projects Funds Available	\$2,096,119
Previously Approved Awards	-\$1,133,123
Balance of Funds Currently Available	\$962,996

**Environmental Protection Agency (EPA) Award Included \$90,709 for Staff Administration. Denton County Transportation Authority has Declined Award Approved by Regional Transportation Council (RTC) in November 2017.*

***Additional funds received from the Texas Commission on Environmental Quality (TCEQ) Supplemental Environmental Project (SEP) have been added to this funding initiative. Any additional SEP funds received while this CFP is open will be added to this funding initiative.*

Project Eligibility

Eligible Entities:

Local Governments

Private Companies Who Contract with Local Governments

Must Adopt RTC Clean Fleet Policy or Similar

Eligible Activities	Funding Threshold
<u>Replace On-Road Diesel Trucks*</u> 16,000 GVWR and Up; Model Year 1995-2006; (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 (Both Natural Gas and Propane Engines Currently Available)
<u>Replace Non-Road Diesel Equipment*</u> Must Operate >500 Hours/Year; Eligible Model Years Vary	25% Cost for All Others

**All Old Vehicles/Equipment Must be Scrapped*

CARB = California Air Resources Board

GVWR = Gross Vehicle Weight Rating

Summary of Applications

Refer to Electronic Item 2.2.2 for More Details

Previously Approved	
Number of Applicants (All Public Sector)	5
Number of Activities	21
Funding Approved	\$1,133,123
Balance of Funds Currently Available	\$962,996
New Recommendations	
Number of Applicants (Public Sector)	1
Number of Activities	1
Funding Requested	\$51,555
Balance Remaining for Next Deadline if Current Recommendations Approved	\$911,441

Call for Projects Schedule

Milestone	Estimated Timeframe
STTC Approval to Open CFP	October 27, 2017
RTC Approval to Open CFP	November 9, 2017
CFP Opened	March 2018
Interim Application Deadlines (for Competitive Evaluation)	5 pm on Last Friday of Every Month Beginning April 27, 2018, Until End of CFP
STTC, RTC, and Executive Board Approval of Recommended Subawards	Monthly from May 2018 Until End of CFP
CFP Closes	January 2019 or When Funds Exhausted, Whichever Comes First
Project Implementation Deadline	December 2019

Fleet Funding Opportunities

Clean Fleets North Texas 2018 Call for Projects

Next Deadline: August 31 at 5 pm

TERP Light-Duty Motor Vehicle Purchase or Lease Incentive

Light-Duty Electric, Propane, or Natural Gas Vehicles

\$2500 Rebate for Electric and Plug-In Hybrids

\$5000 for Propane or Natural Gas

First-Come, First-Served through May 2019

TERP Texas Natural Gas Vehicle Grant Program

Medium or Heavy-Duty Vehicles

Replacement or Repower of Diesel or Gasoline Vehicles

With Natural Gas or Propane

Application Deadline: May 31, 2019

Action Requested

Approval of Staff Funding Recommendations

**\$51,555 to City of Mineral Wells to Replace 1
Non-Road Equipment**

**Authorization to Continue Adding any Additional TCEQ
SEP Funds Received to this Call for Projects, and
Allocate those Funds to Awarded School Bus Projects**

For More Information

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Clean Fleets North Texas 2018 Call For Projects Funding

Rank	Interim Application Deadline	RTC Approval Date	Applicant	Activity	Old Vehicle Information				New Vehicle Information				Eligible Funding Level	Recommended Grant Amount			NO _x Tons Reduced Over 6 Years*	Cost Per Ton of NO _x Reduced	PM2.5 Tons Reduced Over 6 Years*	HC Tons Reduced Over 6 Years*	CO Tons Reduced Over 6 Years*	CO2 Tons Reduced Over 6 Years*									
					Type	Class/Equipment	Engine Year	Engine Fuel	Model Year	Engine Fuel	Diesel Fuel Reduced (gallons)	Total Cost		EPA	SEP	Total															
Projects Previously Approved																															
1	4/27/2018	6/14/2018	Garner ISD	2	Onroad	School Bus	2002	ULSD	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	1.38	\$16,913	0.13	0.33	0.54	0.00									
2	4/27/2018	6/14/2018	City of Mineral Wells	1	Onroad	Dump Truck	2000	ULSD	2018	ULSD	0	\$92,000	25%	\$ 23,000	\$ -	\$ 23,000	0.74	\$30,889	0.08	0.19	0.27	0.00									
3	4/27/2018	6/14/2018	Garner ISD	3	Onroad	School Bus	2004	ULSD	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	0.61	\$38,515	0.09	0.13	0.42	0.00									
4	4/27/2018	6/14/2018	City of Dallas	12	Onroad	Dump Truck	2001	ULSD	2018	CNG	4,986	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	1.40	\$39,882	0.12	0.33	0.73	336.56									
5	4/27/2018	6/14/2018	City of Dallas	7	Onroad	Dump Truck	2001	ULSD	2018	CNG	3,102	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	1.20	\$46,535	0.11	0.28	0.60	209.39									
6	4/27/2018	6/14/2018	City of Dallas	8	Onroad	Dump Truck	2001	ULSD	2018	CNG	3,085	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	1.09	\$51,120	0.09	0.26	0.55	208.24									
7	4/27/2018	6/14/2018	City of Dallas	13	Onroad	Dump Truck	2001	ULSD	2018	CNG	2,659	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	1.02	\$54,446	0.09	0.24	0.50	179.48									
8	4/27/2018	6/14/2018	City of Dallas	9	Onroad	Dump Truck	2001	ULSD	2018	CNG	2,456	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	0.91	\$61,068	0.08	0.22	0.44	165.78									
9	4/27/2018	6/14/2018	Garner ISD	1	Onroad	School Bus	1998	ULSD	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	0.35	\$67,535	0.02	0.05	0.09	0.00									
10	4/27/2018	6/14/2018	City of Dallas	11	Onroad	Dump Truck	2001	ULSD	2018	CNG	1,781	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	0.80	\$69,524	0.07	0.20	0.37	120.22									
11	4/27/2018	6/14/2018	City of Richardson	1	Onroad	Refuse Hauler	2005	ULSD	2019	ULSD	0	\$155,000	25%	\$ 38,750	\$ -	\$ 38,750	0.55	\$70,276	0.07	0.07	0.25	0.00									
12	4/27/2018	6/14/2018	City of Dallas	3	Onroad	Dump Truck	2001	ULSD	2018	CNG	1,527	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	0.61	\$91,152	0.06	0.15	0.28	103.07									
13	4/27/2018	6/14/2018	City of Richardson	3	Onroad	Class 8	2001	ULSD	2019	ULSD	0	\$190,000	25%	\$ 47,500	\$ -	\$ 47,500	0.50	\$94,358	0.03	0.05	0.14	0.00									
14	4/27/2018	6/14/2018	City of Dallas	5	Onroad	Dump Truck	2001	ULSD	2018	CNG	998	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	0.55	\$101,181	0.06	0.14	0.23	67.37									
15	4/27/2018	6/14/2018	City of Dallas	10	Onroad	Dump Truck	2001	ULSD	2018	CNG	1,189	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	0.55	\$101,291	0.05	0.14	0.24	80.26									
16	4/27/2018	6/14/2018	City of Dallas	1	Onroad	Dump Truck	2000	ULSD	2018	CNG	1,337	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	0.53	\$106,032	0.05	0.13	0.24	90.25									
17	4/27/2018	6/14/2018	City of Dallas	6	Onroad	Dump Truck	2001	ULSD	2018	CNG	879	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	0.50	\$111,105	0.05	0.12	0.21	59.33									
18	4/27/2018	6/14/2018	City of Dallas	2	Onroad	Dump Truck	2001	ULSD	2018	CNG	1,249	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	0.50	\$111,239	0.05	0.12	0.23	84.31									
19	4/27/2018	6/14/2018	City of Dallas	4	Onroad	Dump Truck	2001	ULSD	2018	CNG	600	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	0.45	\$123,516	0.05	0.12	0.17	40.50									
20	4/27/2018	6/14/2018	City of Richardson	2	Onroad	Refuse Hauler	2005	ULSD	2019	ULSD	0	\$290,000	25%	\$ 72,500	\$ -	\$ 72,500	0.51	\$141,823	0.06	0.06	0.22	0.00									
21	4/27/2018	6/14/2018	City of Watauga	1	Onroad	Fire Truck	2001	ULSD	2018	ULSD	0	\$627,421	25%	\$ 156,855	\$ -	\$ 156,855	0.32	\$483,226	0.02	0.03	0.10	0.00									
Subtotal of Projects Previously Approved																															
New Project Approvals Requested																															
1	6/29/2018	Pending	City of Mineral Wells	1	Nonroad	Rubber Tire Loader	1999	ULSD	2018	ULSD	0	\$206,220	25%	\$ 51,555	\$ -	\$ 51,555	1.02	\$50,544	0.08	0.04	0.27	0.00									
Subtotal of New Project Approvals Requested																															
Cumulative Awards to Date																															

	Total Funds Available	Funds Awarded	Balance Available
EPA	\$ 2,000,033	\$ 1,114,657	\$ 885,376
SEP	\$ 96,086	\$ 70,021	\$ 26,065
Total	\$ 2,192,205	\$ 1,184,678	\$ 911,442

EPA=Environmental Protection Agency; SEP=Texas Commission on Environmental Quality Supplemental Environmental Project
 NO_x=Nitrogen Oxides; PM2.5=Particulate Matter Less Than 2.5 Micrometers; CO=Carbon Monoxide; CO₂=Carbon Dioxide
 ULSD=Ultra-Low Sulfur Diesel; CNG= Compressed Natural Gas

*Emissions Impacts Quantified Using EPA Diesel Emissions Quantifier (DEQ)

Project Name	Blue - Green - Grey Round 2
Planning (1) or Engineering (2) or Custom (3)	3
No. of Consultant Selection Committee Members	4

Amanda Popken Development - Retrofitting Neighborhood Commercial Green Bicycle Park											
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	9	0.90	10	1.00	8	0.80	8.75	0.88
Impact	30%	9	2.70	8	2.40	10	3.00	9	2.70	9.00	2.70
Innovation & Significance	30%	8	2.40	8	2.40	10	3.00	10	3.00	9.00	2.70
Applicability, Adaptation, Transferability & Practicality	30%	8	2.40	10	3.00	9	2.70	9	2.70	9.00	2.70
Total	100%		8.30	35	8.70	39	9.70	36	9.20	35.75	8.98

City of Duncanville - Rotary Park Bridge and Trail											
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	5	0.50	7	0.70	9	0.90	7.25	0.73
Impact	30%	5	1.50	6	1.80	1	0.30	8	2.40	5.00	1.50
Innovation & Significance	30%	4	1.20	5	1.50	3	0.90	6	1.80	4.50	1.35
Applicability, Adaptation, Transferability & Practicality	30%	10	3.00	4	1.20	2	0.60	9	2.70	6.25	1.88
Total	100%	27	6.50	20	5.00	13	2.50	32	7.80	23.00	5.45

City of Watauga - Hightower Drive Biofiltration Rain Gardens											
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	8	0.80	7	0.70	9	0.90	8.00	0.80
Impact	30%	10	3.00	7	2.10	10	3.00	10	3.00	9.25	2.78
Innovation & Significance	30%	6	1.80	6	1.80	8	2.40	10	3.00	7.50	2.25
Applicability, Adaptation, Transferability & Practicality	30%	9	2.70	8	2.40	6	1.80	8	2.40	7.75	2.33
Total	100%	33	8.30	29	7.10	31	7.90	37	9.30	32.50	8.15

David Marquis - Big Picture for South East Dallas											
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	9	0.90	7	0.70	10	1.00	8.50	0.85
Impact	30%	7	2.10	4	1.20	4	1.20	10	3.00	6.25	1.88
Innovation & Significance	30%	3	0.90	0	0.00	3.5	1.05	8	2.40	3.63	1.09
Applicability, Adaptation, Transferability & Practicality	30%	6	1.80	3	0.90	2	0.60	9	2.70	5.00	1.50
Total	100%	24	5.60	16	3.00	16.5	3.55	37	9.10	23.38	5.31

David Marquis - Sustaining Blue Green Grey Benefits											
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	2	0.20	7	0.70	5	0.50	0	0.00	3.50	0.35
Impact	30%	7	2.10	4	1.20	6	1.80	8	2.40	6.25	1.88
Innovation & Significance	30%	5	1.50	0	0.00	6	1.80	6	1.80	4.25	1.28
Applicability, Adaptation, Transferability & Practicality	30%	9	2.70	4	1.20	5	1.50	8	2.40	6.50	1.95
Total	100%	23	6.50	15	3.10	22	5.60	22	6.60	20.50	5.45

Huitt Zollars - Micro-Detention Storage System											
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	6	0.60	7	0.70	10	1.00	7.75	0.78
Impact	30%	10	3.00	10	3.00	6	1.80	10	3.00	9.00	2.70
Innovation & Significance	30%	8	2.40	9	2.70	4	1.20	10	3.00	7.75	2.33
Applicability, Adaptation, Transferability & Practicality	30%	8	2.40	10	3.00	3.5	1.05	8	2.40	7.38	2.21
Total	100%	34	8.60	35	9.30	20.5	4.75	38	9.40	31.88	8.01

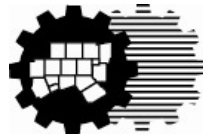
Town of Pantego - Bicentennial Park											
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	6	0.60	7	0.70	8	0.80	7.25	0.73
Impact	30%	6	1.80	7	2.10	2	0.60	6	1.80	5.25	1.58
Innovation & Significance	30%	3	0.90	6	1.80	0.5	0.15	7	2.10	4.13	1.24
Applicability, Adaptation, Transferability & Practicality	30%	10	3.00	8	2.40	1.5	0.45	6	1.80	6.38	1.91
Total	100%	27	6.50	27	6.90	11	1.90	27	6.50	23.00	5.45

Trinity Metro - Trout Lily Redesign											
	%	Evaluator 1		Evaluator 2		Evaluator 3		Evaluator 4		Total	
		Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Team Qualifications	10%	8	0.80	2	0.20	8	0.80	1	0.10	4.75	0.48
Impact	30%	3	0.90	3	0.90	8	2.40	6	1.80	5.00	1.50
Innovation & Significance	30%	6	1.80	2	0.60	5	1.50	4	1.20	4.25	1.28
Applicability, Adaptation, Transferability & Practicality	30%	9	2.70	4	1.20	7	2.10	7	2.10	6.75	2.03
Total	100%	26	6.20	11	2.90	28	6.80	18	5.20	20.75	5.28

2017-2018 BLUE-GREEN-GREY APPLICATION FOR NEW IDEAS ROUND 2

**Regional Transportation Council
August 9, 2018**

Emily Beckham, Grants & Contracts Manager



North Central Texas
Council of Governments

Purpose of Initiative

Focus on 3 Elements:

Blue – Water

Green – Environment

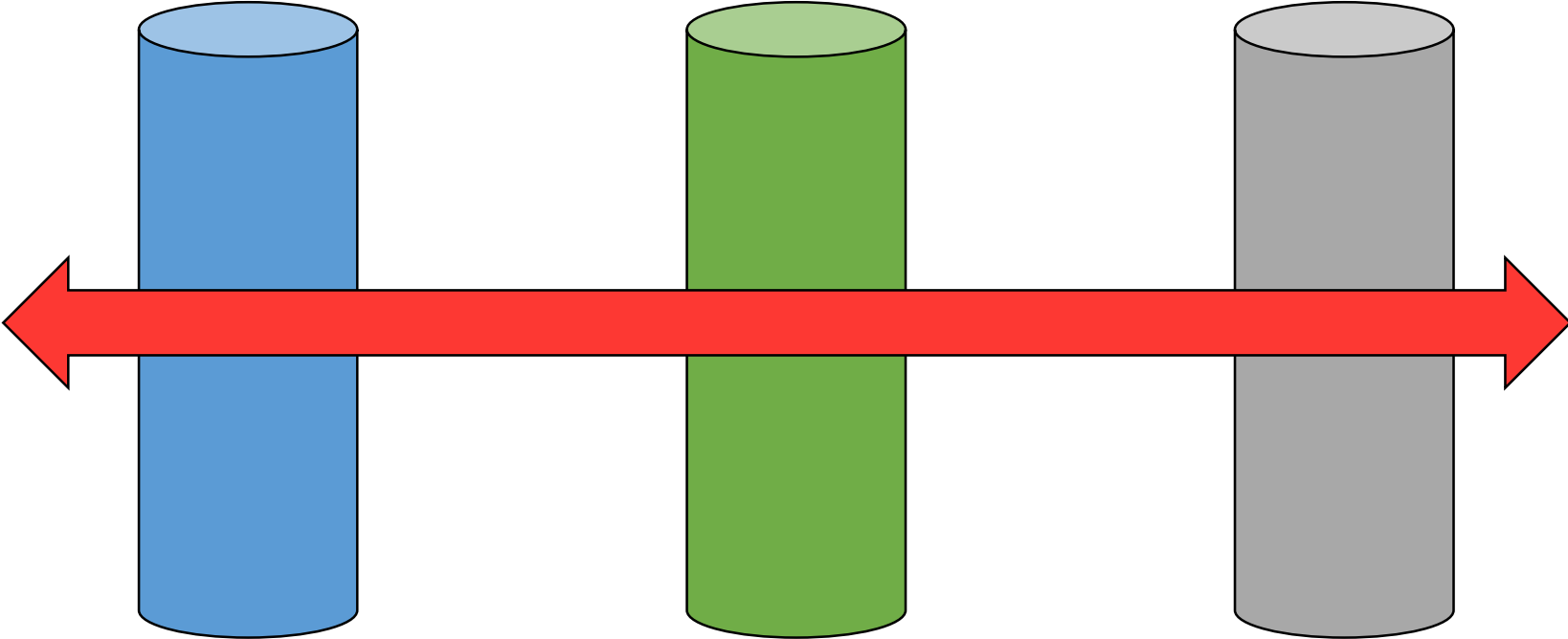
Grey – Transportation Infrastructure

Advance Projects or Programs with Innovative Outcomes

Seed Money to Develop Ideas for Full Funding/Implementation

Leverage Funding Available

Silo Busting



Water (Blue)

Environment
(Green)

Transportation
Infrastructure
(Grey)

Project Eligibility

Eligible Applicants

Universities, Cities, Counties, Transit Authorities,
Private Firms, Non-Profits, and Individuals

Project or Program Should be Located in 12-County
Metropolitan Planning Area

Awarded Projects or Programs Must be Submitted to
Implementing Agency or Fully Implemented within 12
Months of Notice to Proceed

Evaluation and Scoring Criteria

Category	Scoring (points)	Description
Team Qualifications	10	Team includes the correct mix of experience and expertise.
Impact	30	Project has a long-term effect and ability to change future designs.
Innovation/Significance	30	Project shifts current designs/practices by utilizing new approaches or uncommon approaches. Project addresses three elements (water, environment, transportation infrastructure). Project addresses an important problem or challenge.
Applicability, Adaptation, Transferability, and Practicality	30	Project could be used in other communities or settings. Project is realistic. Program is consistent with eligible funding programs and Regional Transportation Council objectives.

Recommended Projects

Entity	Project Name	Recommended Funding
Amanda Popken Development	Retrofitting Neighborhood Commercial Green Bicycle Park	\$38,500
City of Watauga	Hightower Drive Biofiltration Rain Gardens	\$50,000
Huitt Zollars	Micro-Detention Storage System	\$50,000
Total		\$138,500

Schedule

Milestone	Estimated Timeframe
Application Published	April 6, 2018
Pre-Application Meeting	April 24, 2018
Final Questions Due	May 4, 2018
NCTCOG Responds to Questions	May 9, 2018
Applications Due	June 1, 2018
Review/Scoring of Applications	June – July 2018
STTC Approval of Awards	July 27, 2018
RTC Approval of Awards	August 9, 2018
Executive Board (Agreement Approval)	August 23, 2018
Round 2 Awardees Announced at Irving Summit	August 24, 2018

Action Requested

Approval of Blue-Green-Grey Awards using Regional Transportation Council Local funds to:

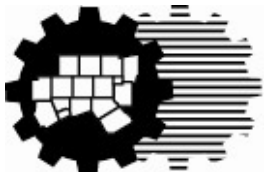
Award to Amanda Popken Development in the amount of \$38,500

Award to the City of Watauga in the amount of \$50,000

Award to Huitt Zollars in the amount of \$50,000

For More Information

Emily Beckham
Grants & Contracts Manager
(817) 608-2308
ebeckham@nctcog.org



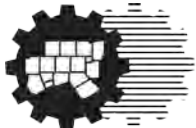
**North Central Texas
Council of Governments**

TRANSIT IMPLEMENTATION IN THREE AREAS OF THE REGION

Regional Transportation Council

August 9, 2018

Shannon Stevenson
Program Manager



North Central Texas
Council of Governments



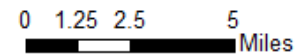
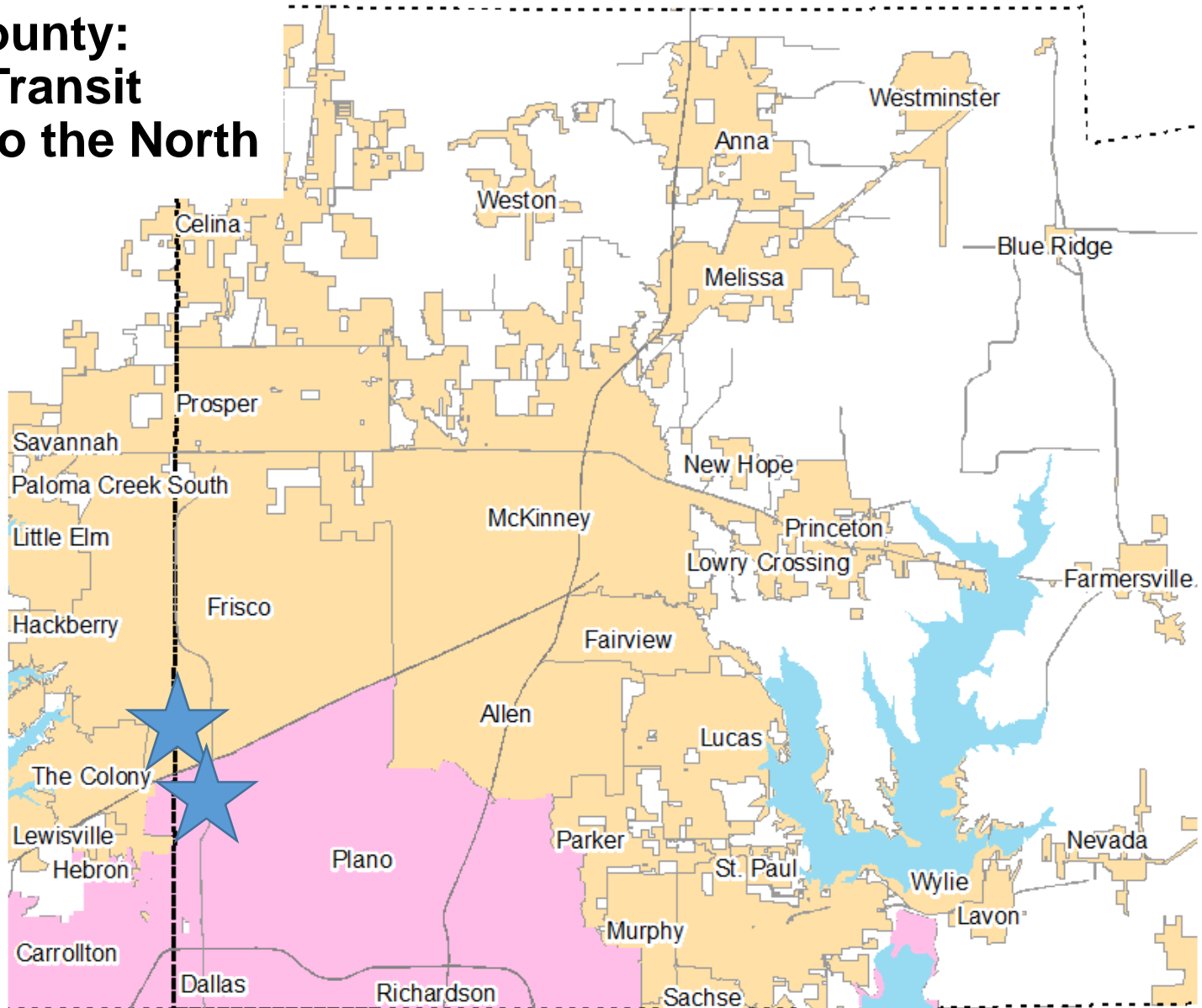
Collin County: Moving Transit Further to the North



Dallas Area
Rapid Transit
(DART)



Transportation
Management
Association
(TMA)



Collin County: Moving Transit Further to the North



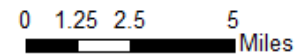
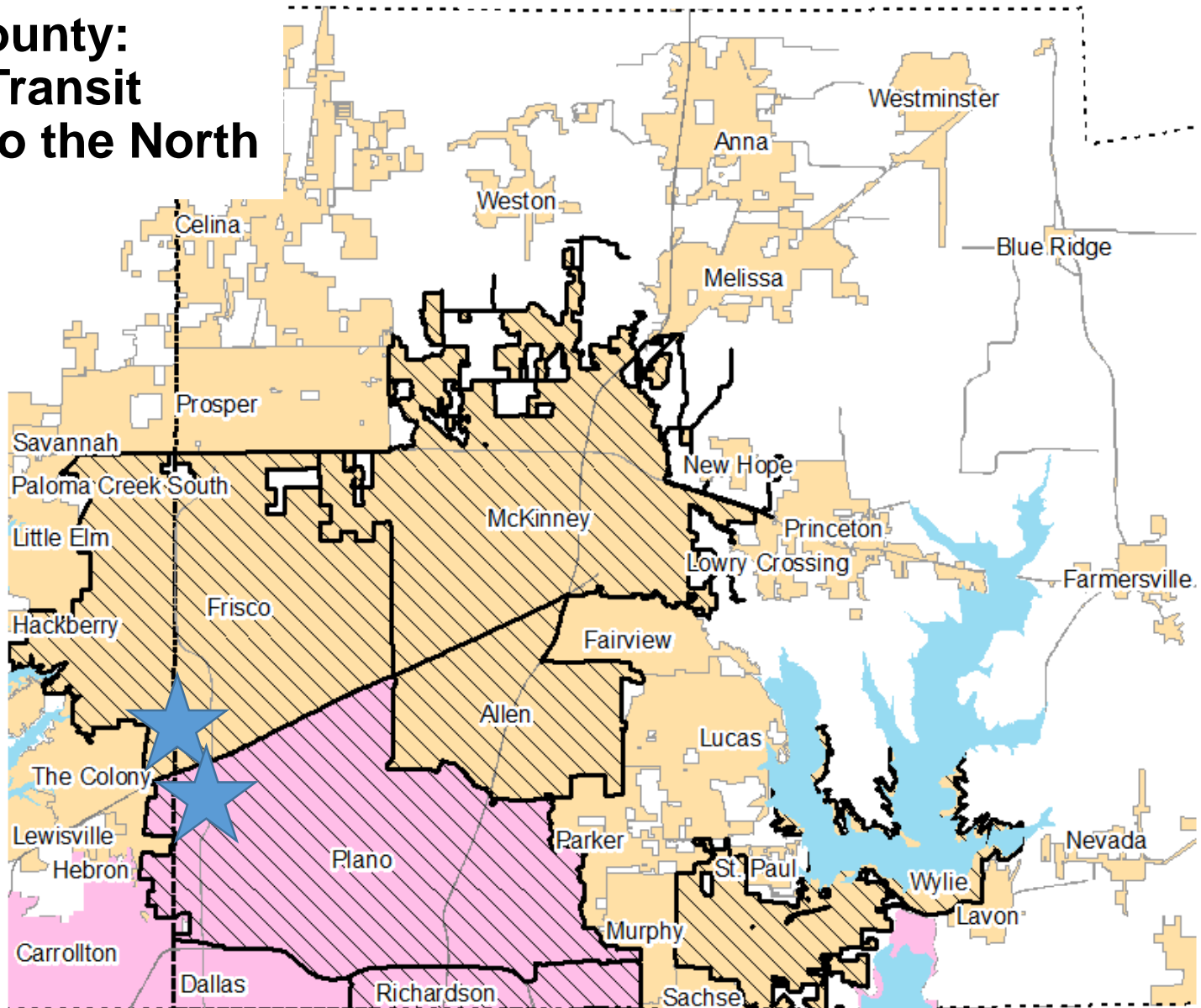
Dallas Area
Rapid Transit
(DART)



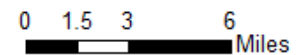
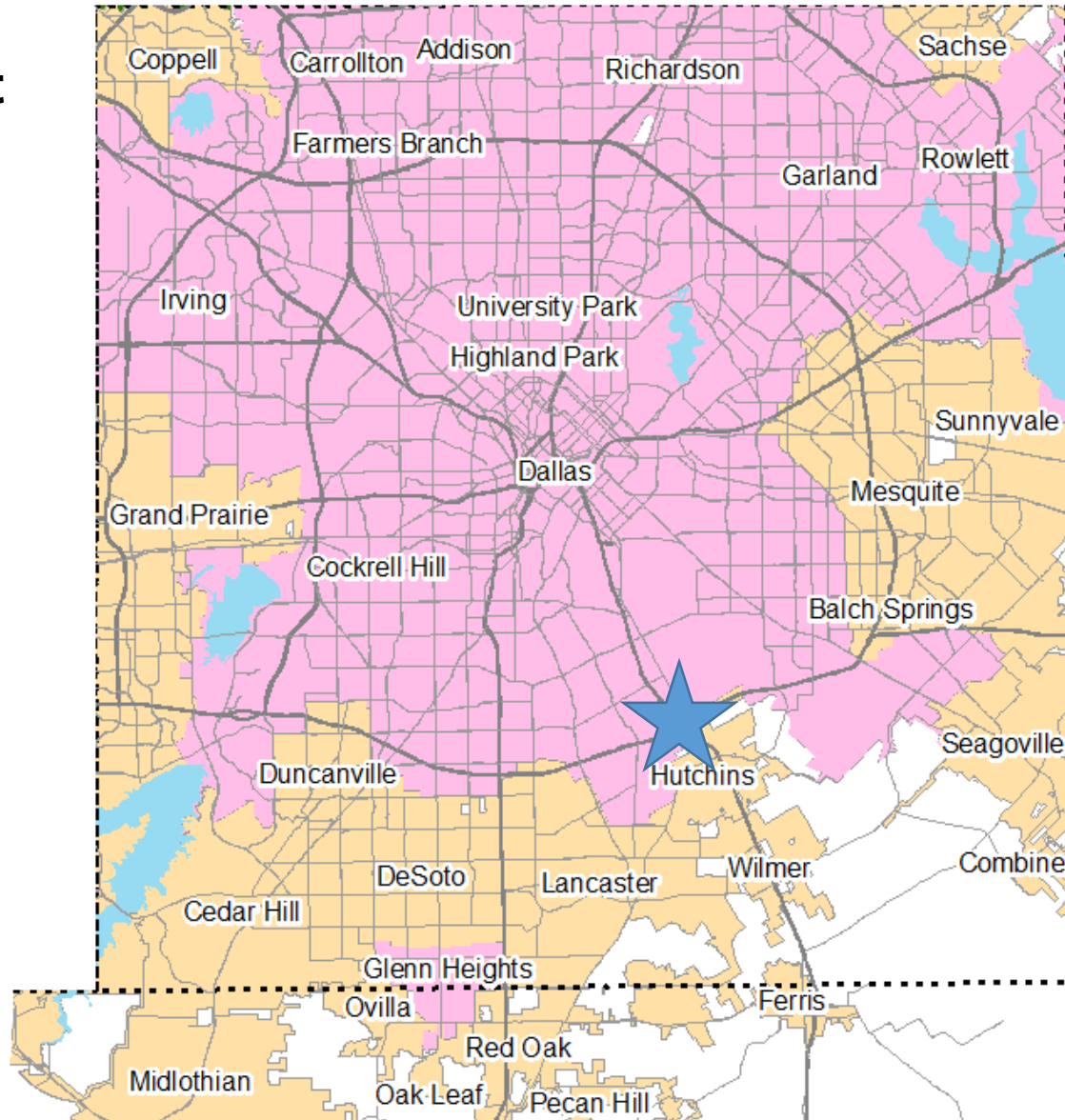
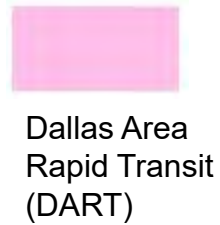
Cities
Requesting
Planning
Assistance



Transportation
Management
Association
(TMA)



Dallas County: Infilling Transit Service



Dallas County: Infilling Transit Service



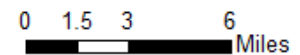
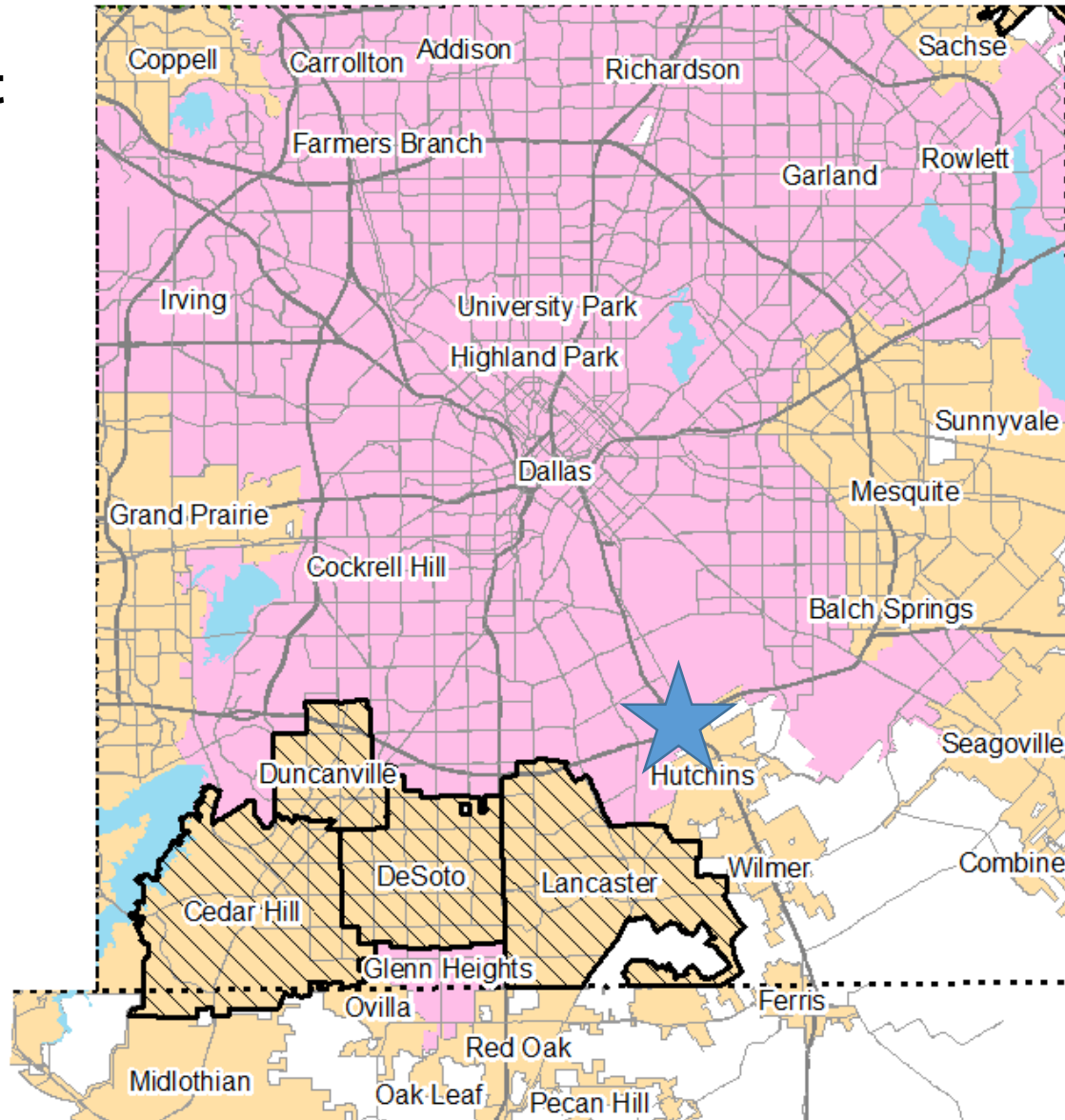
Dallas Area
Rapid Transit
(DART)



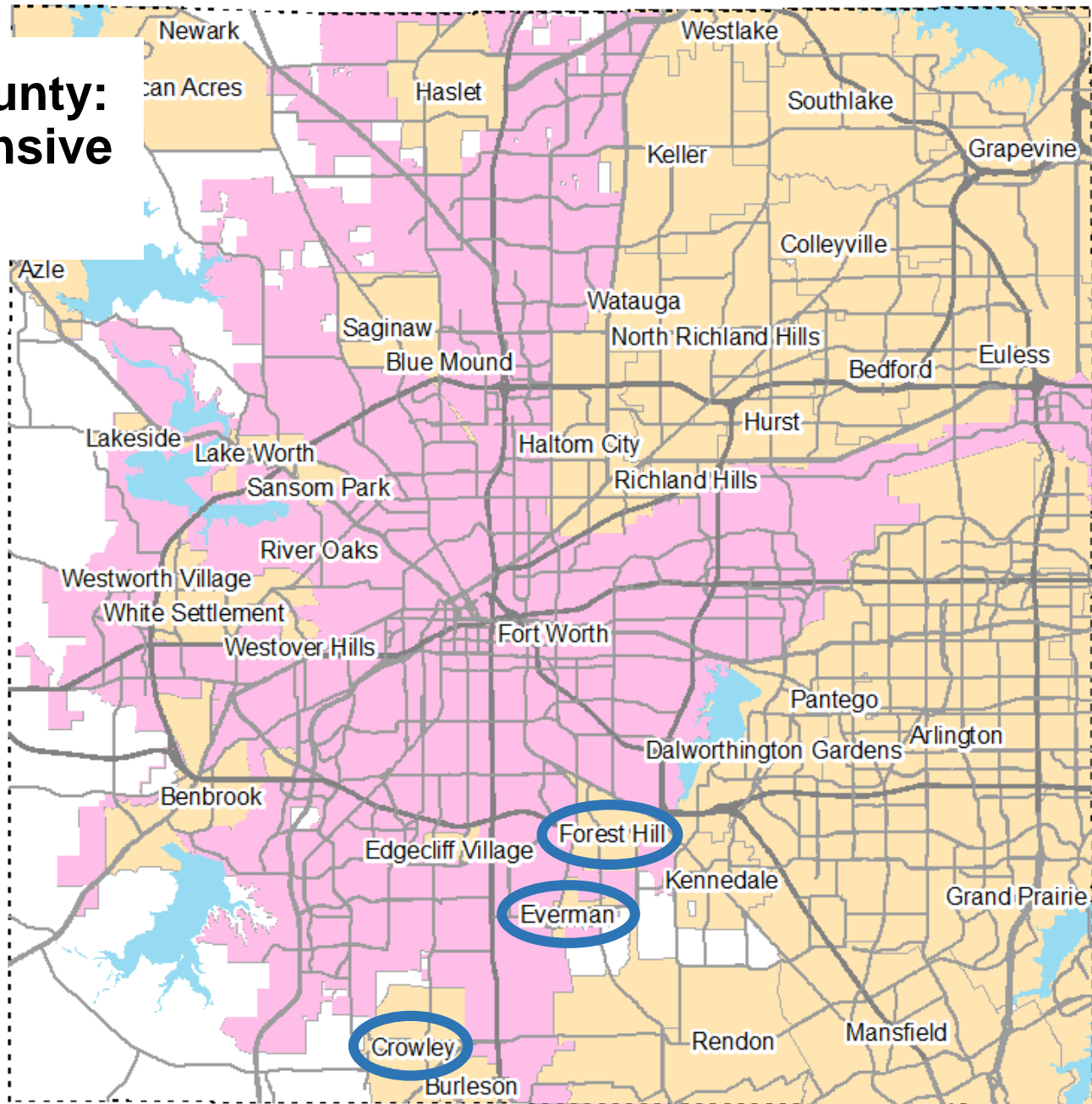
Cities
Requesting
Planning
Assistance



Potential
Transportation
Management
Association
(TMA)



Tarrant County: Comprehensive Approach



 Trinity Metro

 Pilot Cities with
RTC funding

0 1.25 2.5 5 Miles



Tarrant County: Comprehensive Approach



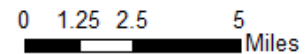
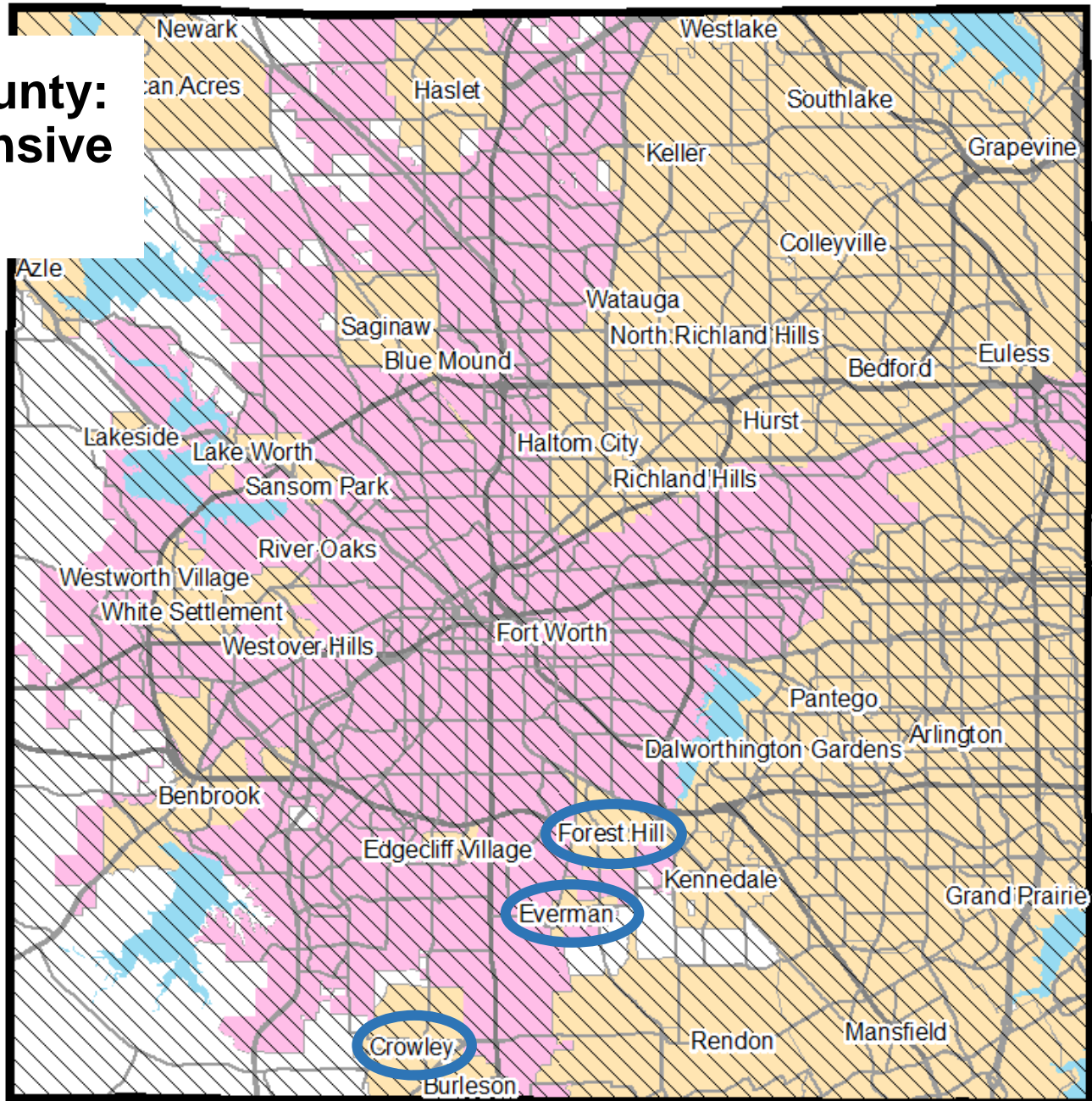
Trinity Metro



Cities
Requesting
Planning
Assistance



Pilot Cities with
RTC funding



Elements Considered in Transit Implementation Initiative

	Collin County	Dallas County	Tarrant County	Include in Combined Effort?
Internal and regional connections	✓	✓	✓	Yes
Focus on strategic implementation	✓	✓	✓	Yes
Near-term (now to 10 years)	✓	✓	✓	Yes
Increase transportation options and innovation	✓	✓	✓	Yes
Funding options	✓	✓	✓	Yes
Private sector involvement	✓	✓	✓	Yes
People and goods	?	✓	?	Yes

Preliminary cost estimate of \$2M

Transit Implementation Initiative

RTC Action Requested

- Approval of \$2 million in Federal Transit Administration, Regional Toll Revenue, and Surface Transportation Block Grant funds to support the development of transit services outside of transit authority service areas. Three different procurements will be initiated simultaneously with private-sector proposers able to submit on multiple requests.
- Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents.

Contact Information

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Jing Xu

Senior Transportation Planner

jxu@nctcog.org

817-608-2335

**REGIONAL TRANSPORTATION COUNCIL
Subcommittee Assignments**

RTC Member	Standing Subcommittee	Ad Hoc Subcommittees			
	Multimodal/Intermodal/ High Speed Rail/Freight	Bylaws Revision	Nominating	Legislation and Finance Partnership	Project Mediation
Tennell Atkins					
Richard E. Aubin					
Sue S. Bauman	M				
Mohamed "Mo" Bur					
Carol Bush	M	M			
Loyl C. Bussell					
Rickey D. Callahan					
Mike Cantrell					
George Conley					
David L. Cook		VC			
Rudy Durham					
Andy Eads					
Charles Emery	M				
Kevin Falconer					
Gary Fickes					
Rob Franke					
George Fuller					
Sandy Greyson	M				
Jim Griffin					
Mojoy Haddad					
Roger Harmon		M			
Clay Lewis Jenkins	VC				
Ron Jensen					
Jungus Jordan	M			C	
Lee M. Kleinman	M	M		VC	
Harry LaRosiliere					
David Magness		M			
Scott Mahaffey	M				
B. Adam McGough					
William Meadows	M*				
Steve Mitchell					
Cary Moon					
Stan Pickett		M			
John Ryan					
Will Sowell					
Stephen Terrell					
T. Oscar Trevino, Jr.	C				
William Tsao					
Oscar Ward	M	M			
Duncan Webb		C			
B. Glen Whitley	M				
Kathryn Wilemon					
W. Jeff Williams	M	M			
Ann Zadeh		M			

C=Chair VC=Vice Chair M=Member *Ex Officio Member

Updated 8/1/18

CURRENT ELECTRIC VEHICLE INCENTIVES

Vehicle Incentives	Amount	Agency
<u>Plug-In Electric Drive Motor Vehicle Credit</u>	Up to \$7,500	Federal
<u>Light-Duty Motor Vehicle Purchase or Lease Incentive Program (LDLIP)</u>	Up to \$2,500	State of Texas
<u>AirCheckTexas Drive a Clean Machine Program</u>	Up to \$3,500	Participating Counties
Total Possible Savings Per Vehicle:	Up to \$13,500	



North Central Texas Council of Governments

[Home](#) [Transportation](#) [Quality of Life](#) [Air Quality](#) [Funding and Resources](#) [Air Quality Funding](#)

Current as of July 30, 2018. For more current information, click on link at bottom of page.

Air Quality Funding

 <p>Funding for Vehicles</p>	 <p>Funding for Other Strategies That Improve Air Quality</p>
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Funding for Vehicle Projects

Program/Incentive	Eligible	Funding	Eligible	Deadline
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- Regional Planning & Projects
- Congestion Management
- Maps, Models & Data
- Quality of Life

Description	Vehicles	Amount	Applicants	
AirCheckTexas Drive a Clean Machine Program Financial assistance for light-duty vehicles	Passenger Vehicles	\$600 for Repair Up to \$3,500 for Replacement	General Public	Until all funds are awarded
Clean Fleets North Texas 2018 Call for Projects Grants for replacement of heavy-duty diesel vehicles and equipment	Heavy-Duty Diesel Vehicles and Equipment	45% for Electric 35% CARB Low NOx Engines 25% for All Others	Local Governments; Private Entities that Contract with Local Governments	Last Friday of the Month (until all funds are awarded)
Federal Electric Vehicle Tax Credit Tax credit for the purchase of an electric vehicle (EV)	EV Passenger Vehicles and Light Trucks	\$2,500-\$7,500 Per New EV Purchased	Varies	Phases are based on market sales
Fleets for the Future Discounted prices through cooperative procurement to purchase alternative fueled vehicles and related infrastructure	Light, Medium, and Heavy-Duty Vehicles	Varies	Public Fleets	Varies
IC Bus Grant Program Grants for new purchases of propane-powered CE series school buses	School Buses	\$5,000 Per Purchase	School Districts	Until all funds are awarded
Propane Council of Texas Incentives Incentive to purchase propane-powered vehicles or convert vehicles to propane power	Light, Medium, and Heavy-Duty Vehicles	Up to \$7,000 Per Vehicle or Conversion	Private Companies	Until all funds are awarded

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[Plans, Studies, Reports](#)
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<p>Texas Natural Gas Vehicle Grant Program Grants for replacement or repower of diesel or gasoline vehicles with natural gas or propane</p>	<p>Medium or Heavy-Duty Vehicles</p>	<p>Determined by Maximum Grant Amount Tables</p>	<p>Individuals, Corporations, Organizations, Governments, School Districts, or Any Other Legal Entity</p>	<p>May 31, 2019</p>
<p>Light-Duty Motor Vehicle Purchase or Lease Incentive Program (LDPLIP) Rebates for purchase or lease of an eligible new motor vehicle powered by alternative fuels</p>	<p>Light-Duty Vehicles</p>	<p>Up to \$5,000 for CNG or LPG Up to \$2,500 for Electric or Hydrogen</p>	<p>Anyone (Individuals, Businesses, Governments, etc.) with the Limitation of Only Vehicles Purchased or Leased in Texas are Eligible for the Incentive</p>	<p>May 31, 2019</p>
<p>Emissions Reduction Incentive Grants (ERIG) Program Grants for new purchase or lease replacement, repower, retrofit, or add-on of emissions reduction technology for on-road heavy-duty vehicles, non-road equipment, marine vessels, or locomotives or stationary engines</p>	<p>Medium or Heavy-Duty Vehicles (GVWR > 8,500)</p>	<p>Up to 80% of Eligible Cost, Not to Exceed \$12,500 Per Ton NOx Reduced for Locomotive or Marine Projects, or \$17,500 Per Ton of NOx Reduced for All Other Projects</p>	<p>Individuals, Corporations, Organizations, Governments, School Districts, or Any Other Legal Entity</p>	<p>August 15, 2018</p>

Funding for Other Strategies that Improve Air Quality

Program/Incentive Description	Eligible Projects	Funding Amount	Eligible Applicants	Deadline
The Climate Trust Programs Funding for new innovate projects that offset greenhouse gas emissions	Energy Efficiency	Varies	Public Private General Public	No Deadline
Database of State Incentives for Renewable and Efficiency Comprehensive listing of incentives and policies	Energy Efficiency	Varies	Varies	No Deadline
Federal and State Incentives and Laws (Including Tax Credits) Comprehensive listing of Federal and State incentives related to clean vehicles and fuels	Alternative Fuels and Vehicles	Varies	Varies	Varies
North Texas Airport Emissions Reducation 2017 Call for Projects Replace or repower diesel ground support equipment	Airport Ground Support Equipment	25-40% of the Incremental Cost	Public Private	Final Deadline September 29, 2018
Propane Council of Texas Incentives Incentives to purchase commercialized propane mowers, both dedicated and duel fuel	Lawn Equipment	\$1,000 Per Propane Mower of Propane Conversion	Public Private	Until all funds are awarded
Take a Load off, Texas Incentive Programs Incentives for	Energy Efficiency	Varies	Public Private General	No Deadline

energy-related retrofit projects provided by Oncor			Public	
Texas Loan STAR REvolving Loan Program Low-interest loans to finance energy-related, cost-reduction retrofit projects	Energy Efficiency	Up to an \$8 Million Loan	Public	August 31, 2018
Biofuel Infrastructure Partnership Grant via Protec Grants for purchase and installation of new fueling equipment	Infrastructure to Support Higher Ethanol Blend Utilization	Up to 85%	State and Local Governments; Businesses	August 31, 2018 Contact Andrew Greenberg at andy@protecfuel.com

Agency Administration
 Aging Services
 Economic Development
 Emergency Preparedness
 Environment & Development
 Executive Director
 NCT 9-1-1
 Public Safety
 Regional Data
 Transportation
 Workforce Solutions

Report a Website Issue

NCTCOG Offices

Governance

Legal



**North Central Texas
 Council of Governments**

DFW Clean Cities Meetings

Current as of July 30, 2018. For more current information, please click on URL:
<https://www.dfwcleancities.org/dfw-clean-cities-meetings>

Upcoming

7/31/2018

NAFTC - Texas Propane Autogas Technician
Training

[Register Now](#)

8/21/2018

DFW Clean Cities Bi-Annual Meeting and Fleet
Recognition Awards

[Register Now](#)

9/8/2018

Drive Electric Week

[Register Now](#)

3/27/2018

Sustainable Landscaping Solutions Workshop

[Presentations](#)

4/5/2018

Clean Fleets North Texas CFP Workshop

[Presentations](#)

4/24/2018

National Drive Electric Week Planning Call

[Presentations](#)

5/15/2018

Grant Funding and Fuel Cost Savings Luncheon

[Presentations](#)

THE FUTURE IS ELECTRIC

LEARN

DRIVE

OWN

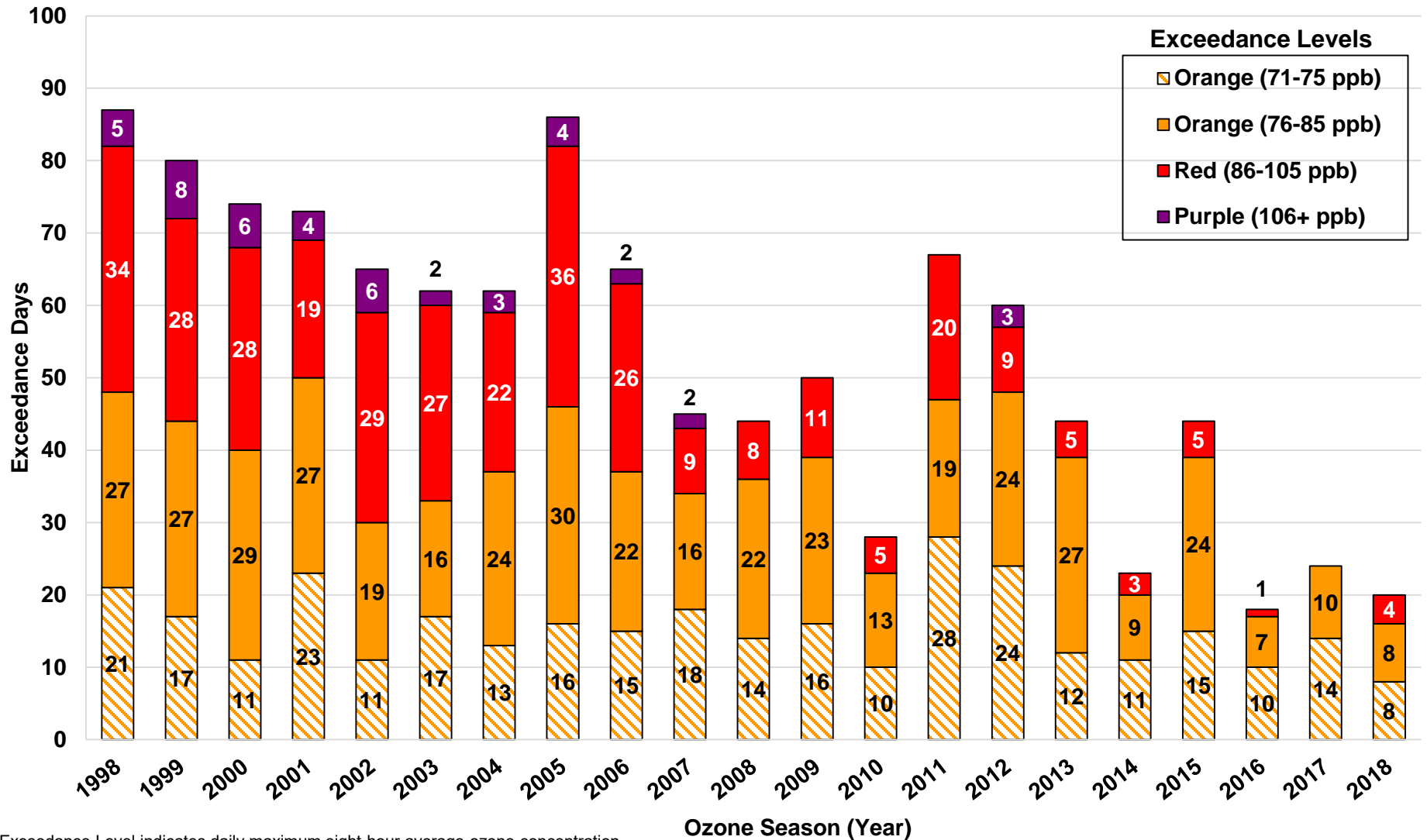
NATIONAL DRIVE ELECTRIC WEEK

9.8.18 + Grapevine Mills + DriveElectricDFW.org + #texasEV



8-HOUR OZONE NAAQS HISTORICAL TRENDS


Based on ≤ 70 ppb (As of July 26, 2018)



ELECTRONIC ITEM 3.6

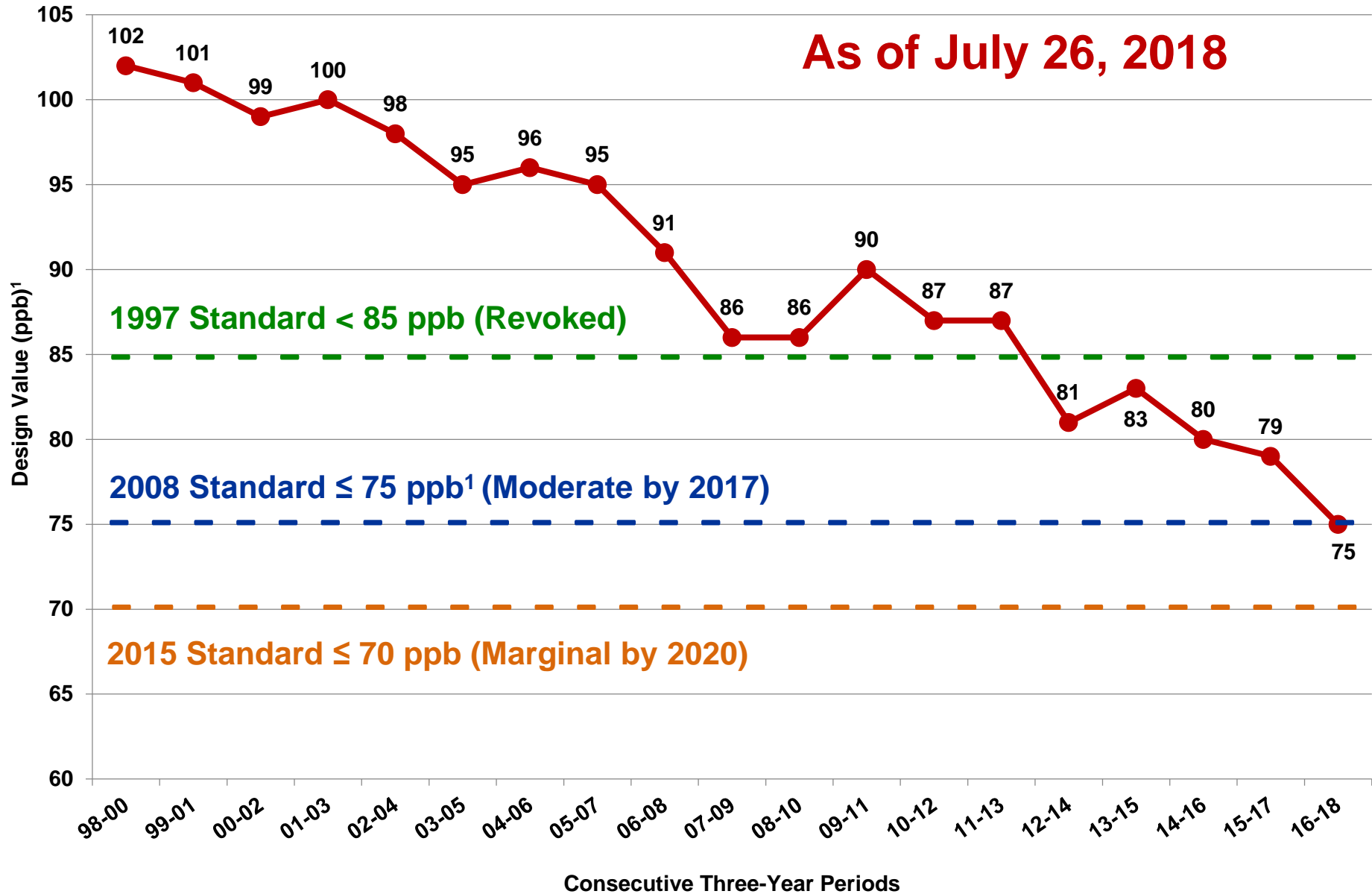
Ozone Season (Year)

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.

 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 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



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 75 parts per billion (ppb).

CONTACTS

General Air Quality: **Jenny Narvaez**
Principal Air Quality Planner
(817) 608-2342
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Outreach: **Whitney Vandiver**
Communications Coordinator
(817) 704-5639
wvandiver@nctcog.org

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

<https://www.airnorthtexas.org>





Clean Air Action Day Results

Regional Transportation Council

Whitney Vandiver, Communications Supervisor
August 9, 2018

What is Air North Texas?

- A public awareness campaign that encourages residents of North Texas to make clean air choices
- Composed of a coalition of regional organizations committed to improving the air in North Texas
- Aims to generate a consistent region-wide brand that promotes behavioral and lifestyle changes that impacts our health and the environment

Clean Air Action Day 2018

1,029 North Texans logged actions.

Top actions:

- Take lunch to work
- Vehicle maintenance
- Drive efficiently
- Combine trips
- Reduce idling



STTC Clean Air Action Day Recognition

Air North Texas partner organizations held Clean Air Action Day challenges

July 12, 2018 - RTC approved Transportation Development Credits for top participating organizations

Top participants:

- City of Cedar Hill
- City of Denton
- City of Dallas



Air North Texas Partners



American Lung Association – DFW Region
 Brookhaven College
 City of Anna
 City of Arlington
 City of Bedford
 City of Cedar Hill
 City of Dallas
 City of Denton
 City of Fort Worth
 City of Grand Prairie
 City of Grapevine
 City of Kennedale
 City of Mesquite
 City of North Richland Hills
 City of Plano
 City of Richardson
 Cedar Valley College
 DART
 DCTA
 DFW Airport
 Health and Wellness Alliance for Children
 Hood County
 Insta-brite Technologies
 NCTCOG
 The North Texas Commission
 Dallas County
 Parker County
 Tarrant County
 Trinity Metro
 TxDOT – Dallas
 TxDOT – Fort Worth
 U.S. Green Building Council – North Texas Chapter
 University of North Texas Health Science Center
 University of Texas at Arlington
 UT Southwestern

Contacts

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wvandiver@nctcog.org



www.airnorthtexas.org

MINUTES**Regional Transportation Council
PUBLIC MEETING*****Regional 10-Year Plan Update******Alternative Fuel Highway Corridors*****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a public meeting as follows:

1. Monday, July 23, 2018 – 6:00 pm – North Central Texas Council of Governments (Arlington); attendance: 9; moderated by Christie Gotti, Senior Program Manager

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 (MPO), and amended on February 12, 2015. Staff presented information about:

1. Regional 10-Year Plan Update – presented by Wade Haffey
2. Alternative Fuel Highway Corridors – presented by Bailey Muller

The NCTCOG 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 of the public meeting was posted at www.nctcog.org/video.

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

Summary of Presentations***Regional 10-Year Plan Update presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/7/10-Year-Plan.pdf>

Handout:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/7/10-Year-Project-List.pdf>

In December 2016, the Regional Transportation Council approved a 10-year plan identifying major projects to be implemented in the region by Fiscal Year 2026. Ongoing activities include reviewing funding allocation changes since the initial target setting. Project timing, project cost updates and adjustments due to revised construction costs have already been completed.

In addition to 10-Year Plan updates, staff is modifying the Transportation Improvement Program (TIP), a list of transportation projects with committed funds from federal, State and local

sources. TIP modifications include project additions, cost increases and decreases, delaying projects not ready for implementation and the changing of funding sources or shares.

Staff is seeking public review and comment on the draft update of the Regional 10-Year Plan and proposed TIP modifications. Comments are due by August 21, 2018.

Alternative Fuel Highway Corridors presentation:

https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2018/7/Alt-Fuel-Corridors_1.pdf

As part of the Fixing America's Surface Transportation Act (FAST Act), the Federal Highway Administration (FHWA) has begun designating highway corridors for various alternative fuels. The goal is to establish a national network of alternative fueling and charging infrastructure along national highway system corridors to improve the mobility of alternative fuel vehicles. Charging stations must be within five miles of the highway and publically accessible. TxDOT is developing a policy to guide signage placement, and the first installation phase comprises 92 natural gas signs in 51 locations. Other fuel types are expected to be processed upon request once the policy is final. The first round of corridor nominations took place in 2016 and the second in 2017. The third round of corridor nominations will take place in late 2018. TxDOT is coordinating the submittal and NCTCOG will provide technical assistance as needed.

ORAL COMMENTS RECEIVED AT MEETING

Regional 10-Year Plan Update

1. Luther Harris, Texas Department of Transportation

A. Transportation planning priorities

Question: Which transportation projects are the highest priority right now?

Summary of response by Christie Gotti: We're always focused on different modes of transportation. A month or two ago, our biggest priority was IH 635E. We have gotten that project across the goal line and can now focus on the contractor selection process. Our biggest priority currently in the western region is the Southeast Connector. On the transit side, we're working with DART to move the Cotton Belt Rail Corridor across the goal line. On the bicycle and pedestrian side, we're linking Dallas and Fort Worth trails. You will see a recommendation in upcoming public meetings about this particular initiative. Additionally, as we build the Cotton Belt Rail Corridor, we're identifying certain walking and biking trails that will run alongside the tracks.

B. DART services in South Dallas

Question: Have you all discussed DART services in South Dallas?

Summary of response by Christie Gotti: We've talked to Dallas about several initiatives, and we're particularly focused on Dallas's GrowSouth program.

2. Gary Hennessey, Citizen

A. Connectivity throughout the region

Question: Are you accepting suggestions on connectivity throughout the region? I'm a retired air traffic controller and would like to see high-speed rail collaboration with all of the airlines servicing Dallas and Fort Worth.

Summary of response by Christie Gotti: We are currently conducting environmental clearance and welcome your comments. I think the industry in general is heading in the direction you're referring to. The Dallas to Houston portion of the high-speed rail recently created a partnership with Amtrak. It's a good suggestion.

Alternative Fuel Highway Corridors

1. Gary Hennessey, Citizen

A. Distance between charging stations

Comment: Providing distances between charging stations throughout the corridors would be useful. People would know whether to stop or keep driving.

Summary of response by Bailey Muller: That information is not incorporated into the plan at this particular point in time. However, it is definitely something we can consider in future conversations.

2. Luther Harris, Texas Department of Transportation

A. Hydrogen stations in Dallas-Fort Worth

Question: I've noticed we don't have many hydrogen stations in the State of Texas. How do you plan to incorporate these stations into the plans?

Summary of response by Bailey Muller: Hydrogen fueling infrastructure isn't necessarily available in Texas.

Summary of response by Lori Clark: You have probably heard about the Volkswagen Settlement. Volkswagen produced diesel-powered vehicles that weren't as clean as they advertised them to be. As part of the settlement, a portion of money will be set aside for hydrogen infrastructure. The Texas Commission on Environmental Quality (TCEQ) will release more information in the near future and host a public comment period.

3. Leah Ray, ELS

Question: Will you all make sure charging stations accommodate all of the different electric vehicle makes and models?

Summary of response by Bailey Muller: Tesla is really the only manufacturer whose charging stations won't accommodate other makes and models. I know there is an adapter available, but I don't think it's mainstream. However, we don't consider Tesla's charging stations to be publicly accessible.

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Regional 10-Year Plan Update

Email

1. Luther Harris

I went to the meeting on 7/23/18 to witness the ultimate plan for all of the DFW metroplex which I call home. My comment is my opinion on the matter.

What I would like to see the area invest more time in is studying the potential of more transit/bike lanes in cities across the metroplex, especially in residential neighborhoods. I live in Dallas near a major street with all kinds of traffic coming by during rush hour. The design of the street is 6 lanes in each direction, as its normal for a lot of cities to have that design for any major street. But I believe the designs of the streets should be changed to a 4 lane configuration with one turning lane in the middle, 2 bike lanes on each side mixed with a bus transit lane. Doing this in residential zones like Lake Highlands, Preston Hollow, Oak Cliff, could be making our neighborhoods quieter and much easier to live in.

At the same time, we should be looking for potential corridors to update to accommodate traffic as an alternate for highways. For example, Gaston Ave is used more by people going to Downtown Dallas from Garland of SH 78, so the street should be updated to accommodate that and potentially moving the highway off of Grand, as historically, Old Highway 67 would follow Gaston to Abrams and go south right into Downtown. The point is to get people to not use the highways as much but to do that, the lights need to be updated to sense where the traffic is and calculate when it should turn green and when it should turn red. The point is to have traffic rarely and keep moving though green lights so it feels as fast as the freeway. This should also alleviate highway congestion a little.

We should also be doing more for public transportation by giving more bus lanes and there own lights to buses can move faster than traffic. DART and The T should study potential corridors for this.

Laws should be changed so Hybrid, Electric, Hydrogen, or Natural Gas Vehicles can use HOV or HOT lanes for free with only one person in the car. The NTTA, TXDOT, and the LBJ and NTE groups should be offering discounts on tolls for use of alternative fuels to encourage more people to buy electric, alternative fuel, or hybrid cars and make our air cleaner.

I would like to see DART move from a Cities run Government entity to Dallas/Collin/Ellis/Kaufman/Rockwall County run transit agency as Public transportation can reach more people.

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 February 12, 2015.

This report is a compilation of general public comments submitted by members of the public from Wednesday, June 20, through Thursday, July 19, 2018. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email and online.

This month, public comments were received on a number of topics across social media platforms and via email. The majority of comments received were regarding air quality and participation in Clean Air Action Day.

Air Quality

Twitter

1. Join us Friday, June 22, for Clean Air Action Day by helping improve air quality. Need ideas? Selected your planned action(s) from the list at <http://www.airnorthtexas.org/cleanairactionday> On Clean Air Action Day, share how you celebrated at #AirNTX and #CAAD2018 or tag us: @NCTCOGtrans. – Al Roy (@ARoy1197)



2. Have you made your pledge for Clean Air Action Day? Just as important, have you made your plans to celebrate with us tomorrow?? #CAAD2018 #CleanAirDallas @NCTCOGtrans – Green Dallas (@GreenDallas)



3. Tomorrow is Clean Air Action Day. On June 22, we encourage you to take action and do at least one thing for cleaner air. Learn more at <http://www.airnorthtexas.org/cleanairactionday> #CAAD2018 @NCTCOGtrans – North Richland Hills (@CityofNRH)



4. Today is Clean Air Action Day! Participate by doing at least one thing to help improve air quality like reducing idling, carpooling, or bringing your lunch to work. And don't forget to share your clean air action by tagging #CAAD2018 and @NCTCOGtrans on social media! – Granbury, Texas (@cityofgranbury)



5. Today is Clean Air Action Day. Pledge to do at least one thing to help improve air quality. Air North Texas wants to know what you plan on doing. Share how you celebrate with us on social media by using #CAAD2018 and tagging us @KGVBTX and @NCTCOGtrans. – KGV Texas (@KGVBTexas)

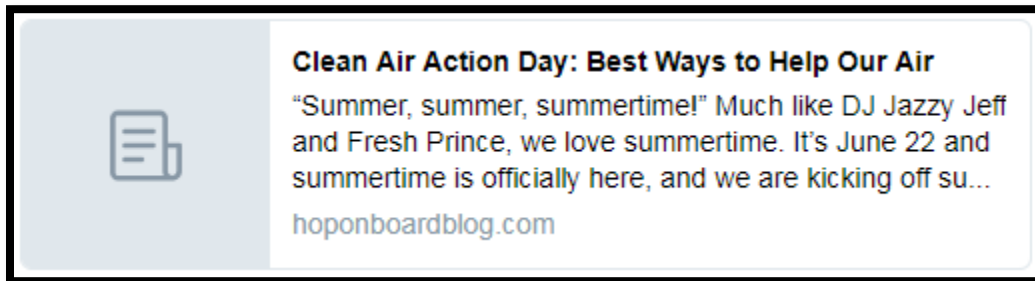


6. Today is Clean Air Action Day. Each of your actions makes an impact! Share your clean air action with @NCTCOGtrans and pledge at <http://bit.ly/2BuSMia> #CAAD2017 – Grand Prairie, TX (@gp_tx)



7. @NCTCOGtrans Driving my Honda Hybrid & packed a lunch. 🍌👍 #CAAD2018 – Daniel (Veteran_Jedi)

8. Commit TODAY to helping our air for #CAAD2018! Check out our top tips on how to do so by visiting our blog. #CleanAirDentonCounty @NCTCOGtrans – DCTA (@RideDCTA)



9. Today we invite you to participate in #CleanAirActionDay by doing at least one thing to help improve air quality. Take a photo/video that shows how you are making a difference. Use #CAAD2018, #AirNTX and tag @NCTCOGtrans in your post. Visit <http://airnorthtexas.org> for info. – City of Cedar Hill (@CedarHillTX)



10. I walk to work everyday and bring my lunch! Today is Clean Air Action Day.

Rated R.

#CAAD2018 @NCTCOGtrans – Kimball Hansen (@kimball_hansen)

Facebook

1. On Friday, June 22 we invite you to participate in #CleanAirActionDay by doing at least one thing to help improve air quality. On Clean Air Action Day, take a photo or video that shows how you are making a difference. Use hashtags #CAAD2018, #AirNTX and tag NCTCOG Transportation Department in your post. For a list of good examples visit airnorthtexas.org – City of Cedar Hill, Texas – Government



2. Join us tomorrow night at Twilight Tunes to get your free water bottle! – City of Denton Sustainability



3. Join us tonight at Twilight Tunes to learn more about how you can help improve air quality. We will also be passing out some cool prizes! #CAAD2018 – City of Denton Sustainability



4. Make a commitment to help our air for #CAAD2018 TODAY! Check out our top tips on how to do so on our blog. NCTCOG Transportation Department – Denton County Transportation Authority (DCTA)



5. Warm temps + reusable water bottles = summer waste reduction vibes. ☀️😎 Tell us what you're doing to improve air quality at <https://www.airnorthtexas.org/cleanairactionday>. #CAAD2018 - NCTCOG Transportation Department



Wait, where/how can "smoking" or "polluting" vehicles be reported? – Suzanne Townsdin

Hi, Suzanne! We have the Regional Smoking Vehicle Program, where you can provide information on vehicles you see producing excessive smoke. You may call 817-704-2522 to report or visit <https://www.nctcog.org/trans/air/smoking/index.asp> to submit a report online and get more information. – NCTCOG Transportation Department

6. It's Clean Air Action Daaaaayyyyyy! There are lots of different ways to participate. Watch this video and see how you can get involved! #CAAD2018 – NCTCOG Transportation Department



Driving an electric car works too! – Steve Martin

7. You can help improve air quality even when it's a holiday. – Green Dallas



Bicycle & Pedestrian

Twitter

1. Ribbon cutting on the SoPAC Trail Phase 4A on 7/26 at 10 am! @TMD_DallasComm @cmjsgates @LeeforDallas @MarkClaytonD9 – Northaven Trail (@NorthavenTrail)

SoPAC 4A TRAIL
RIBBON CUTTING



WELCOME AND INTRODUCTIONS
Alberta Blair, P.E., Director,
 Dallas County Public Works
Rick Galceran, Director
 City of Dallas Public Works
Willis C. Winters, Director
 City of Dallas Park and Recreation

OPENING REMARKS
The Honorable Dr. Theresa Daniel,
 Dallas County Commissioner District 1
The Honorable Mike Cantrell
 Dallas County Commissioner District 2
Jennifer Staubach Gates, City of Dallas Council District 13
Mark Clayton, City of Dallas Council District 9

REMARKS
 Vickery Midtown PID
 Friends of the So-Pac Trail Group




Participating Agencies:



2. Trail opening news! Ribbon cutting for SoPAC 4A trail on 7/26 at Fair Oaks Park.
 @DallasCoTrails @DallasCountyTx @CityOfDallas @DallasParkRec @TxDOTDallasPIO
 @TxDOT @NCTCOGtrans @dartmedia @LeeforDallas @cmjsgates @CalvertCollins – Jeff
 Kitner (@JeffKitner)

SoPAC 4A TRAIL
RIBBON CUTTING



WELCOME AND INTRODUCTIONS
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Jennifer Staubach Gates, City of Dallas Council District 13
Mark Clayton, City of Dallas Council District 9

REMARKS
 Vickery Midtown PID
 Friends of the So-Pac Trail Group




Participating Agencies:



Electric Vehicles

Twitter

1. You may also qualify for additional incentives through the AirCheckTexas program. Visit <https://www.airchecktexas.org/eligible-vehicles> ... to see which vehicles are eligible. – NCTCOGTransportation (@NCTCOGtrans)



@Tesla not included. American company. American manufactured. Get past crooked dealership associations Texas! – Mateo (@Mateo_ElGuaopo)

High-speed Rail

Email

1. Carole Pasquale

WHY DO YOU NEED ANY OF OUR INPUT YOU NEVER DO ANYTHING ABOUT WHAT WE HAVE TO SAY; WE SHOULD HAVE NEVER ENDORSED THE HIGH SPEED RAILROAD IN ANY WAY OR SHAPE OR FORM; IF YOU WANT TO GET SOMEPLACE, DRIVE OR FLY. WHY DO WE HAVE TO HAVE A HIGH SPEED TRAIN TO LOUSE UP THE ATMOSPHERE AND THE WONDERFUL TOWNS THAT WILL NOW BE CRESTFALLED AND OBSELETE? YOUR DREAMS ARE NOT ALWAYS ALL OF OUR DREAMS AND PROGRESS CAN BE QUITE 'DESTRUCTIVE'.

Innovative Vehicles & Technology

1. Virgin Hyperloop One <https://youtu.be/XbKg1Qm7wNU> @CityOfDallas @NCTCOGtrans @Mike_Rawlings @DallasCityMgr @DMNOpinion @scottgriggdsal @VoteAdamMedrano @CaseyThomas07 @VoteOmarNarvaez @MarkClaytonD9 @AdamMcGoughD10 @cmjsgates @PhilipTKingston @atkins_tennell @DwayneForDallas – Lee M. Kleinman (@LeeforDallas)



2. Texas debut of @HyperloopOne likely bypasses Houston as @NCTCOGtrans takes the lead. – Dug Begley (@DugBegley)



3. The RTC has announced intentions to evaluate hyperloop technology in Dallas-Fort Worth. One step closer to the future The Jetsons predicted. 🌟😊 @HyperloopOne – NCTCOGTransportation (@NCTCOGtrans)



@Danwhite7912Dan @theButcher_st @rymgray zoom zoom – Shawn Eric Gray (@ShawnEricGray)



– Fort Worth Urban (@UrbanFortWorth)

Literally. 😂 – NCTCOGTransportation (@NCTCOGtrans)

IT. IS. LIT. – Stina (@christinamorex)

I remember the promise of the superconducting supercollider in Waxahachie, then Congress defunded it. – Rick Hadley (@oldgringophoto)

Stops in Arlington with high speed rail or a hyperloop makes no sense and is contrary to speed. But light rail hubs from Dallas and Fort Worth with stops in Arlington is a better option. But I know Arlington will not like it. – Nick Martinez (@martineznicNick)

That's nice. How abt advancing the west portion of metroplex & connect FW to Benbrook Weatherford Decatur & Wichita Falls? Ant time FW area came into light rail & 21st century dont ya think... – gbikerbob (@gbikerbob)

Thanks so much for your comment! I'll make sure to provide this comment to the Regional Transportation Council. – NCTCOGTransportation (@NCTCOGtrans)

4. Serving today as an alternate for @LeeforDallas at @NCTCOGtrans voted to explore @HyperloopOne Now this really seems like moving into the Jetson era and beyond. In addition to eco dev just think of the countless dinner & entertainment options. [https://hyperloop-one.com/texas-officials-confirm-hyperloop-technology-option-dallas-arlington-ft-worth-high-speed-corridor ...](https://hyperloop-one.com/texas-officials-confirm-hyperloop-technology-option-dallas-arlington-ft-worth-high-speed-corridor...) – Jennifer S. Gates (@cmjsgates)

5. Imagine traveling from Dallas to Fort Worth in six minutes or from Dallas to Arlington in three. The recently approved environmental study will determine if this tube dream will become reality: <http://bit.ly/2Jk71GJ> – NCTCOGTransportation (@NCTCOGtrans)



When can we have adequate sidewalks & bike infrastructure? – Wylie H Dallas (@Wylie_H_Dallas)

You can't get to FTW in 6 min if you build a useless stop in Arlington. And Jerry won't let you anyway. – Brian Potratz (@potratzb)

Please focus on proven transit solutions that don't involve paving over the entire metroplex with highways – Thomas Carlson (@Dtown_down)

Thanks for wasting our tax dollars on vaporware. We need real solutions now. Invest in rail & transit. Bike infrastructure. – Philip Goss (@gosspl)

6. Virgin's Richard Branson and a Dubai port operator are teaming up on ultra-fast transporter being dubbed 'Hyperloop for cargo.' <https://cnb.cx/2I5ZL5s> – CNBC (@CNBC)



@TomHall @txbornviking @NCTCOGtrans @txbornviking @WalkableDFW @UrbanFortWorth @completestreets @TxDOT @FTA_DOT @Danwhite7912Dan @RideDCTA @TrinityMetro @BikeTexas @greensourcedfw @greentechmedia This is a real solution for clearing excessive truck traffic off of the roadways. – Shawn Eric Gray (@ShawnEricGray)

Facebook

1. The Regional Transportation Council has announced intentions to evaluate hyperloop technology in Dallas-Fort Worth. One step closer to the future The Jetsons predicted. 🌟😊 – NCTCOG Transportation Department



From what I've seen, Fort Worth gets left out of this. Fort Worth is not a Dallas suburb. – Terry Presley

Research "Agenda 21" – Brian C Mertz

Saedryn and Christin do you recognize a face? – Thu Kim Nguyen

Hey!!! I know that guy!! – Saedryn Kay Sagars

He's famous now! Too cool, I can't wait to be a Jetson! – Christin Alapai

Anne Edwards Day show Dr. Day please! – Christin Alapai

Project Planning

Email

1. Richard Muir

Northbound frontage road highway 121 to east bound 635 has no lights for more than three years. A project was to repair the lights in January 2018. Now we have had a fatal accident and rush our closure on the frontage road due to no working lights on the frontage road. How many more lives must be lost before this condition is repaired? Visitor and residents using the frontage have had near accidents approaching the dark turn on the frontage road. There are no guard rails or reflectors. Authorities claim copper thief is the cause for the outage. However jurisdiction is vague at times who is responsible for repairs. If there was proper lighting on the curve we would have had the fatality earlier this year. Please I have made numerous inquires for repair since I too use the road weekly at night. The excuse is funds. How much is a life worth?

Why is this taking soooooo long?!???

Please take immediate action to correct and prevent future disasters.

Richard Muir

2. Richard Muir

Northbound frontage road highway 121 to east bound 635 has no lights for more than three years. A project was to repair the lights in January 2018. Now we have had a fatal accident and rush our closure on the frontage road due to no working lights on the frontage road. How many more lives must be lost before this condition is repaired? Visitor and residents using the frontage have had near accidents approaching the dark turn on the frontage road. There are no guard rails or reflectors.

3. Chuck Erwin

Focus on alternate roads, NOT modes. Tired of minority interests (bikes, buses, trains, etc) getting preferential treatment at the expense of auto travel. The VAST majority of trips are by car. To solve congestion, expand capacity for the preferred mode. Fund other modes in exact proportion to it's tripshare. The metroplex needs a beltway around the entire area as well

Twitter

1. And yet here at home, @NCTCOGtrans continues forward with their #autocentric #Mobility2045 plan... – Loren S. (@txbornviking)



2. Stop this #autocentric madness! When will @NCTCOGtrans & @TxDOT acknowledge #InducedDemand? – Loren S. (@txbornviking)

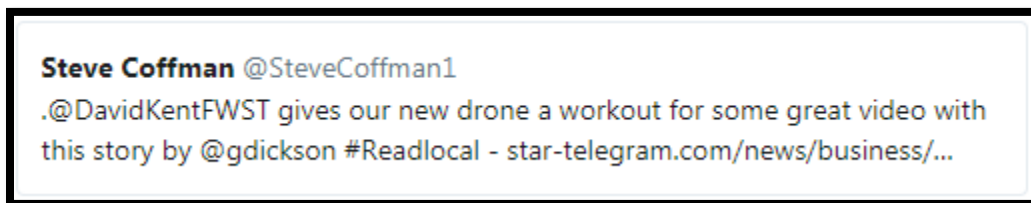


3. @NCTCOGTrans ability to waste money boggles the mind. – Wylie H Dallas (@Wylie_H_Dallas)



4. More #autocentric subsidized sprawl coming to west Ft. Worth.

@NCTCOGtrans is already talking about spending BILLIONS to widen I-30 in part bc of this & similar developments. – Loren S. (@txbornviking)



5. Mobility 2045's outlines the future of the metroplex. It proposes dozens of road, toll & highway expansions, bike and pedestrian connections and transit options. @NCTCOGtrans – Fort Worth Urban (@UrbanFortWorth)



Tarrant County can't even complete the main water line at Old Decatur between FW and Saginaw. They have been at a standstill since May – lharris (@melis_tx)

6. @NCTCOGtrans RTC approves Mobility 2045 transportation plan – City of Fort Worth (@CityofFortWorth)



7. Regional Transportation Council Chair @CommGaryFickes: Projects like IH 35W work because they provide drivers choice. – NCTCOGTransportation (@NCTCOGtrans)



8. "Giving drivers a choice." "The days of spending an hour sitting on the road are over." - Commissioner Fickes #FortWorth @CityofFortWorth @NTExpress @NCTCOGtrans - Mosaic Strategy (@mosaic_sp)



9. "We want to be a region of choice - not just choice lanes but multi-modal options." @NCTCOGtrans @NTExpress - Mosaic Strategy (@mosaic_sp)



Transit

Twitter

1. We encourage you to #DumpThePump tomorrow! What do we mean? If you can, we want you to take public transit to your destination instead of driving a car. Saves gas and it's great for the environment! – NCTCOGTransportation (@NCTCOGtrans)



There's a passenger train in EASY walking distance to where I work, but I drive because it's only one train that is not close to where I live at all. The train that is close to where I live does not stop anywhere close to where I work. Hmph! Riddle me that. – Mother Tongue (@11Foil)

I would love to, but there is no train anywhere near where I live in Fort Worth and a bus would make my commute over 2 hours one way. Put in a train between North Fort Worth and Dallas then I will use it daily. – TriRussell (@TriRussell)

2. @NCTCOGtrans @APTA_info @GreenDallas @greensourcedfw – Shawn Eric Gray (@ShawnEricGray)



3. More simple evidence that #hyperloop is not much more than distracted hype. @NCTCOGtrans should focus on improving #TransitAlternatives using today's best proven tech. From a capacity standpoint you can't beat #rail. – Loren S. (@txbornviking)



Facebook

1. We encourage you to Dump the Pump tomorrow! What do we mean? If you can, we want you to take public transit to your destination instead of driving a car. Saves gas and it's great for the environment! – NCTCOG Transportation Department



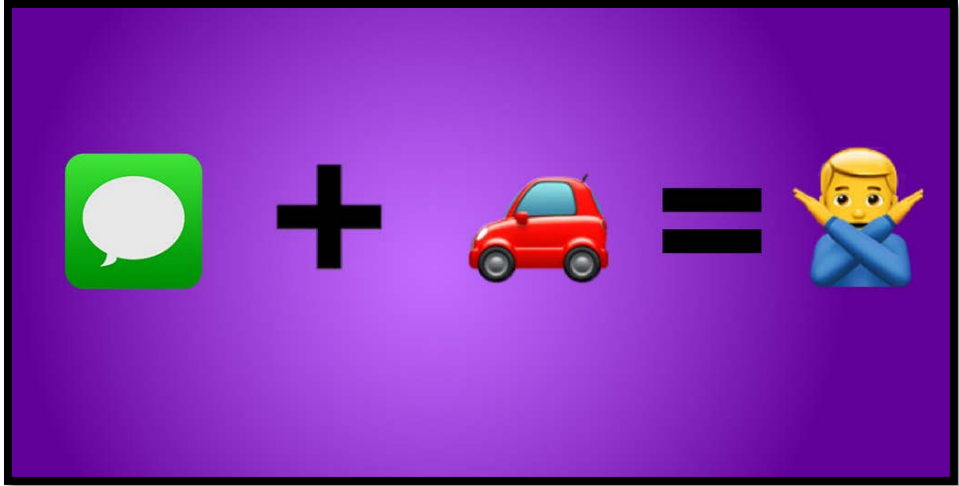
For everyone reading this post, DART, Trinity Metro and DCTA have lots of terrific and relaxing bus and train options which also help reduce car traffic and road congestion! – Paul McManus

Yes! I'll get TONS of packages delivered by riding DART as a courier! 🚚 – Phil Neil

Other

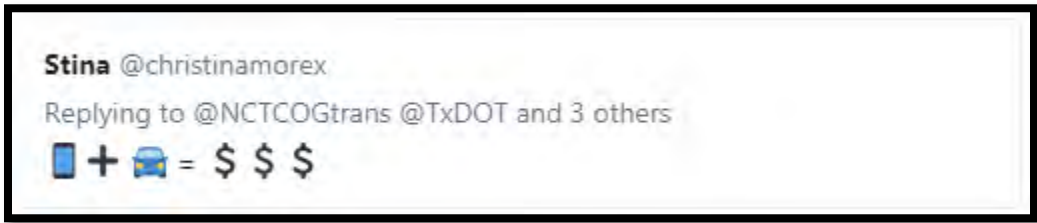
Twitter

1. Don't text and drive on #WorldEmojiDay (or any other day for that matter 😊). – NCTCOGTransportation (@NCTCOGtrans)



📱 + 🚗 = \$\$\$ – Stina (@christinamorex)

2. 🚗 🏠 📱 📄 – NCTCOGTransportation (@NCTCOGtrans)

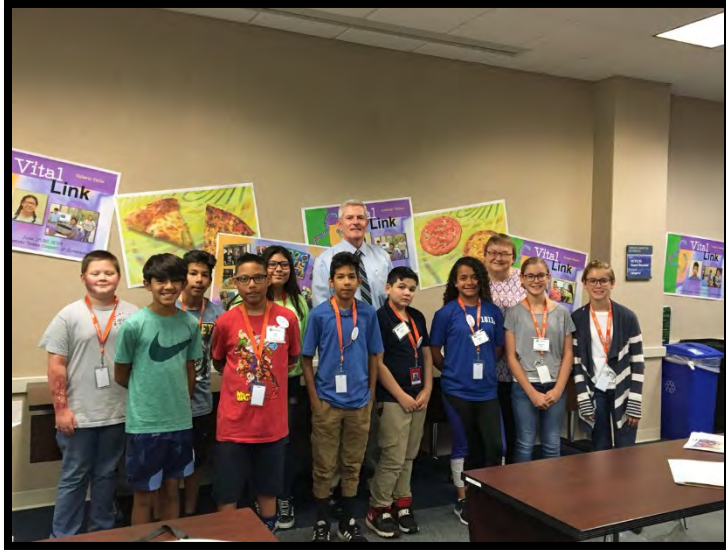


👤 🚗 🎥 👮 ⚡ 🍌 📄 🧠 ⚖️ 🚫 🔄 – Stina (@christinamorex)

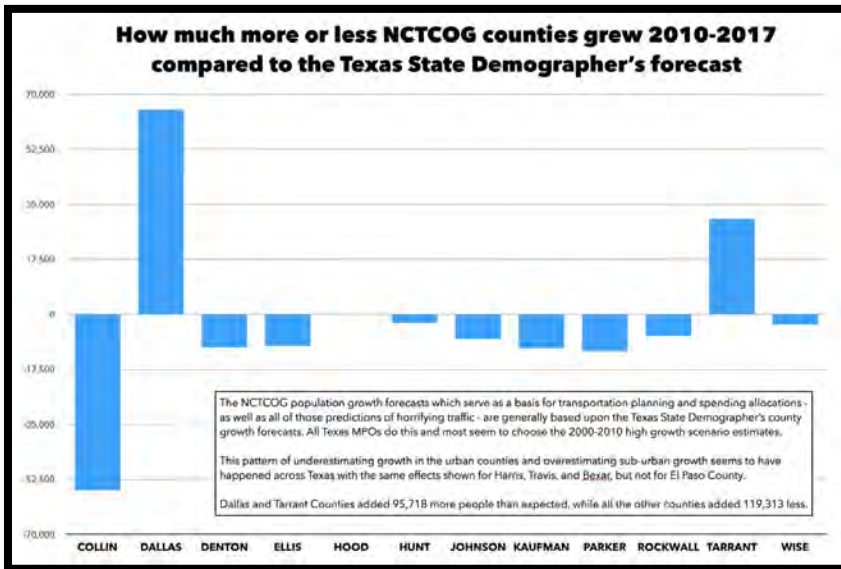
3. Congrats to all the #Dallas employees being recognized by @NCTCOGtrans #tryparkingit – Green Dallas (@GreenDallas)



4. Met 6th graders heading to 7th from Fort Worth McLean 6th grade school @NCTCOGtrans who were learning about the regional planning done there. We report at 4 & 6 on what came from Mobility 2020 plan done in 1996 and what's ahead in Mobility 2045 from this year! @NBCDFW #NBCDFWNow – Ken Kalthoff (@KenKalthoffNBC5)

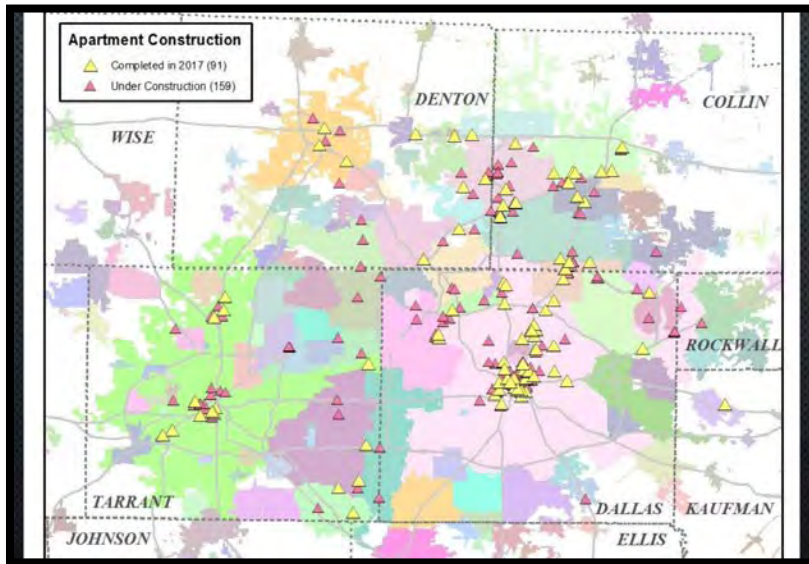


5. A huge element of this debate is the @NCTCOGtrans growth forecasts that underpin funding allocations, travel demand models, etc. Funny thing is the urban counties are growing faster than expected, while suburban are growing slower. Yet money still flows to new sub-urban roads. – FarmAndCity (@FarmAndCity)



6. North Central Council of Governments (NCTCOG) provided reusable water bottles for our volunteers at Happy to Help Saturday last week. We appreciate their partnership, as we try to prevent using plastic water bottles. @NCTCOGtrans – KGVB Texas

7. New apartment completions and construction in DFW Show a clear trend towards job centers. In Tarrant County, nearly half of all apartment projects are in close proximity to downtown. Data via @NCTCOGtrans – Fort Worth Urban (@UrbanFortWorth)



good to see some development sense – randall g. arnold – (@texrat)

8. Check out the new website and give @NCTCOGtrans a follow! – Fort Worth Urban (UrbanFortWorth)

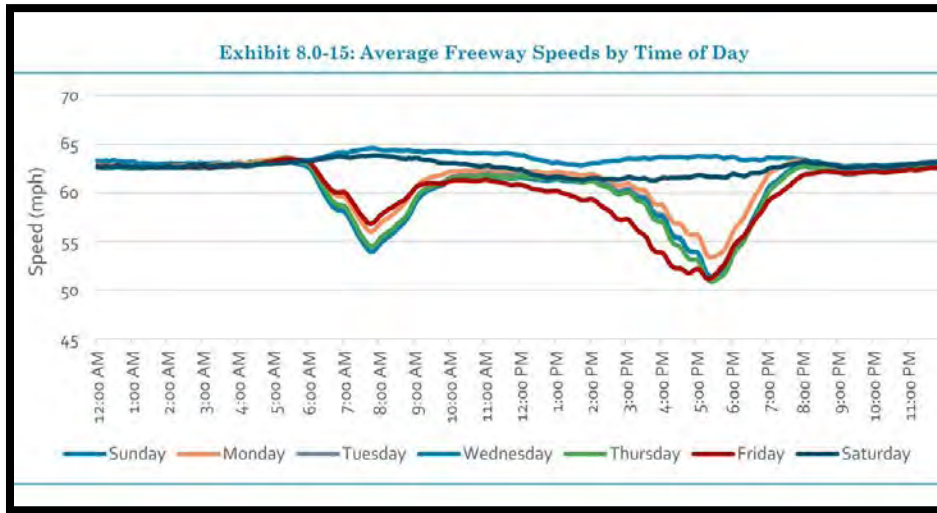
NCTCOGTransportation @NCTCOGtrans
In case you haven't noticed, we have a new website! Visit nctcog.org/trans and check it out. We're still working through the kinks, so pardon our dust. If you have questions, feel free to email us at transinfo@nctcog.org.

9. @ChargePointnet @APTA_info @NCTCOGtrans @RideDCTA @RideGenZe @TrinityMetro – Shawn Eric Gray (@ShawnEricGray)

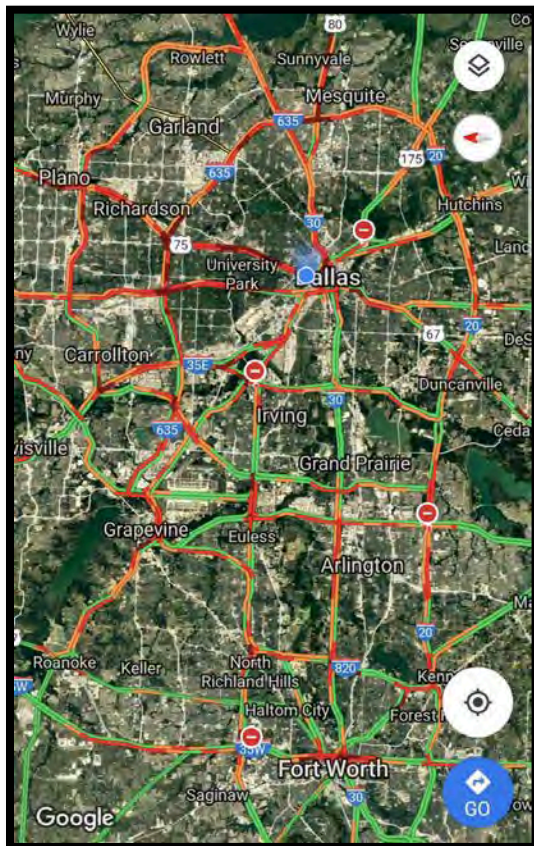
Bloomberg Markets @markets
U.S. drivers to cut gasoline use for the first time since 2012
bloom.bg/2KOxBgs

The graph shows gasoline consumption in the U.S. from 2004 to 2016. The title is 'Demand Flattens' and the subtitle is 'Gasoline consumption down falling 10% (100 miles)'. The x-axis is labeled 'Year' and ranges from 2004 to 2016. The line shows a general downward trend, with a notable dip around 2012 and a slight recovery thereafter.

10. Stuck in traffic right now? According to this graphic from @NCTCOGtrans there's a good chance you are. – Fort Worth Urban (@UrbanFortWorth)



11. Highway capacity can't scale with demand. It's either under-utilized (off-peak) or at capacity and congested (at peak), ie failing either way. A waste of money and a terrible way to build urban economies. Is anybody held to account? – patrick kennedy – (@WalkableDFW)



No, I don't believe anyone is being held to account. – Wylie H Dallas (@Wylie_H_Dallas)

It's a separation of authority from responsibility. We local elected are held responsible while state elected and regional bureaucrats hoard authority. – Philip Kingston (@PhilipTKingston)

Precisely. Practically speaking, there appears to be no real ability for elected officials to change @NCTCOGtrans's self-perpetuating leadership. – Wylie H Dallas (@Wylie_H_Dallas)

12. Why Dallas has the bidirectional commute Causing both north and southbound traffic in the mornings and evenings. What one of the few cities in the country that have this problem. @NCTCOGtrans / @TxDOT / @TTITAMU Need to pay closer attention to this issue. – Shawn Eric Gray (@ShawnEricGray)

Bill Hethcock @DBJHethcock

Dallas-area jobs boom in the 'burbs, while 'highly educated' workers cluster downtown bizjournals.com/dallas/news/20... via @DallasBizNews

Facebook

1. #FWISD students enrolled in the #VitalLink program visited the North Texas Council of Governments to learn about transportation proposals, marketing, and more! NCTCOG Transportation Department – Fort Worth ISD



2. North Central Council of Governments (NCTCOG) provided reusable water bottles for our volunteers at Happy to Help Saturday last week. We appreciate their partnership, as we try to prevent using plastic water bottles. Each month in 2018, we will provide Happy to Help volunteers with an item that helps divert waste from landfills. NCTCOG Transportation Department – Keep Grapevine Beautiful



3. The highlighted streets shown in the W. 7th area in Fort Worth are going from two-way to one-way. Stay alert and take your time if you're navigating through this area! – NCTCOG Transportation Department



For everyone reading this post, Trinity Metro's bus routes 2 and 7 are terrific and relaxing alternatives to get to and from this area to help reduce car traffic, road congestion, and parking difficulties and hassles! – Paul McManus

Excellent point, Paul! – NCTCOG Transportation Department

Kristie Bates - if you don't follow NCTCOG Transportation Department already :-)-
Michelle Canton

Done. Thank you sister! – Kristie Bates

Will this be safer for bicycles? Are there any new bike lanes? – Howard Maher

Not even safer for cars since yesterday after the police and the press left, cars just went ahead and ignored all the signs. – Bill Johnson

Thx! Had no idea!! – Kathy Everson

Overview of Actions Affecting Eastern/Western Funding Shares

(\$ in Millions)

Date	Projects/Programs	Relevant Actions		Cumulative Total	
		West	East	West	East
Mar-13	Final SAFETEA-LU East-West Equity Total	\$649.76	\$1,558.48	\$649.76	\$1,558.48
Jan-16	Final MAP-21 East-West Equity Total	\$320.98	\$847.62	\$970.74	\$2,406.10
Dec-16	FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)	\$100.00	(\$100.00)	\$1,070.74	\$2,306.10
Oct-17	Transportation Alternatives Set-Aside funding for a project in Hunt County (City of Quinlan) awarded through the Statewide TA Set-Aside Call for Projects as approved by the Texas Transportation Commission in October 2017 (Minute Order #115076)	\$0.00	\$0.30	\$1,070.74	\$2,306.40
Dec-17	Category 12 funding for various overpass reconstruction projects along the IH 30 corridor in Hunt County as approved in the December 2017 update to Unified Transportation Program (UTP)	\$0.00	\$102.00	\$1,070.74	\$2,408.40
Updated FAST Act Equity Percentage Share as of June 2018				30.78%	69.22%

Cumulative East-West Equity Share	Cumulative Total	
	West	East
Cumulative Total	\$1,070.74	\$2,408.40
Cumulative Percentage Shares	30.78%	69.22%
RTC Approved Target Shares	32%	68%

Note: There are no changes since the presentation in January 2018.



RICK CALLAHAN
COUNCILMEMBER
DISTRICT 5

July 11, 2018

Mr. Michael Morris,
Transportation Program Director
NCTCOG
Centerpoint II
616 Six Flags Drive
Arlington, Texas 76011

Dear Michael:

We are both writing to you to request that the North Central Texas Council of Government (NCTCOG) and the Regional Transportation Council (RTC) take an active role and assist us in arranging a brainstorming session with you, NCTCOG staff, RTC staff, Trinity Watershed Management, TXDOT, Stemmons Corridor Association and other interested parties to develop strategic solutions to help resolve the transportation dilemma or traffic challenges that both the Pleasant Grove community, Lower and Upper Stemmons Corridor community have been experiencing and suffering through for many years. We are both frustrated and in great need to find solutions in creating a bypass to divert traffic around downtown and the central business district.

We would greatly appreciate the benefit of your consideration and are in hopes that our efforts will lead to a better and a more streamlined freeway access for our citizens to get to employment centers, design district, hospital district, Dallas Love Field, DFW Airport and beyond.

Sincerely,

Councilmember Rick D. Callahan,
Vice Chair of Mobility Solutions and Infrastructure Committee
Member of Regional Transportation Council
Vice Chair of Economic Development and Housing Committee
Ad Hoc Legislative Committee

Councilmember Tennell Atkins,
Member of Mobility Solutions and Infrastructure Committee
Member of Regional Transportation Council
Chair of Economic Development and Housing

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JUL 26 2018

TRANSPORTATION



July 23, 2018

Michael Morris, P.E.
Transportation Director
NCTCOG
P.O Box 5888
Arlington, TX 76005

Subject: DCTA Request for PTC Funding "Backstop"

Michael:

DCTA is currently seeing success in the implementation of positive train control (PTC) in the A-train corridor. We are 100% complete with all vehicle, wayside, and office installations, and the static testing of the PTC system is complete. We are now beginning dynamic testing, and DCTA is on path to meet the regulatory requirement to enter revenue service demonstration (RSD) by December 31, 2018. Our ability to achieve this level of progress is due in no small part to the funding provided by the Regional Transportation Council (\$12.5M) for this implementation. While DCTA is now tracking to be just below the budgeted amount, we are concerned the cost to complete the final steps of the project by December 31, 2020 may be challenging to fund within existing sources.

While we will make every effort to stay within budget limits, I am following up on our discussion regarding a \$2M "backstop" for this project. DCTA requests the funding of up to \$2M in funding for this project based on documented expenditures for PTC implementation. This would provide DCTA greater confidence in the budgeting of services as we go forward into FY 19 and beyond. Key items of concern that may challenge our budget include:

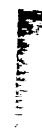
- Vendor project carrying costs due to delays (primarily regulatory approval)
- Operational inefficiencies (PTC related delays)
- Unforeseen issues discovered during testing
- Extended testing time

DCTA will continue to pursue additional funding for PTC, and the assistance of the RTC in this effort will be most appreciated. Please feel free to contact me directly if you have any questions or suggestions.

Sincerely,

James C. Cline, Jr., P.E.
President

CC: Christie Gotti



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2501 SOUTHWEST LOOP 820, FORT WORTH, TEXAS 76133 | 817.370.6500 | WWW.TXDOT.GOV

July 2, 2018

I-30 from Cooper Street to SH 161
Including SH 360 Interchange
Tarrant and Dallas counties
CSJs: 1068-02-127 and 1068-04-170

Mr. Michael Morris, P.E.
Director of Transportation
NCTCOG
PO Box 5888
Arlington TX 76005

Dear Mr. Morris:

A Project Coordination Work Group (PCWG) meeting for the project referenced above has been scheduled for Friday, July 13, 2018 from 1:30 p.m. to 2:30 p.m. at the North Central Texas Council of Governments offices, located at 616 Six Flags Dr., Centrepont Two, Transportation Council Room, Arlington, TX 76011. We are requesting you or a representative from your organization attend this meeting to receive a project progress report and to provide input to the study.

The project is being revised to update the I-30 ultimate Express Lane system from Cooper Street to Duncan Perry Road to operate concurrent, instead of reversible, and to include continuous frontage roads from SH 360 to SH 161. Minimal impacts are anticipated to the I-30/SH 360 interchange construction due to this re-evaluation, as the I-30 interim Express Lane system was previously planned and designed to operate concurrently.

A public meeting for this project is tentatively being planned for August. Attending the PCWG meeting will allow you an opportunity to view the project layouts and provide input before the public meeting. Your active participation will contribute greatly to the successful completion of the project.

If you would like additional information regarding the project, please contact me at (817) 370-6533.

Sincerely,

Charles Cox, P.E.
Project Manager
Fort Worth District

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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



U.S. Department
of Transportation
Federal Transit
Administration

REGION VI
Arkansas, Louisiana,
New Mexico,
Oklahoma, Texas

819 Taylor St. Room 14A02
Fort Worth, TX 76102
817-978-0550
817-978-0575 (fax)

July 13, 2018

Michael Morris
Director of Transportation
NCTCOG
616 Six Flags Drive P.O. Box 5888
Arlington, TX 76005

RE: *Dallas Area Rapid Transit (DART) D2 Subway Project, Dallas County, Texas*

Dear Mr. Morris:

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), have recently reinitiated the D2 Subway Project, including Preliminary Engineering and preparation of a Supplemental Draft Environmental Impact Statement (SDEIS). FTA may provide funding to complete the project through the Capital Investment Grant (CIG) program. The approximately two-mile project would establish an additional light rail transit (LRT) line through downtown Dallas and include four new rail stations (three of which are subway stations), extending from the existing Victory Station to Good Latimer in the Deep Ellum area (see attached project map and information at www.DART.org/D2). The SDEIS will be prepared in accordance with the National Environmental Policy Act (NEPA) and related Federal legislation, including the National Historic Preservation Act.

In 2007 through 2010, a combined Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) was prepared. Based on DEIS comments and changed conditions, additional alternatives were developed. A mostly at-grade Locally Preferred Alternative (LPA) was adopted in 2015, and subsequently refined as the D2 Subway in 2017. Federal, State, and regional agencies were invited to provide comments regarding potential impacts of the proposed project in 2015. With the change in project definition to the D2 Subway, FTA and DART are reinitiating agency consultation. If you have any new concerns, please notify us within 30 days of receiving this letter.

FTA and DART invite you or your representative to attend an interagency coordination meeting, scheduled for **Friday, July 27, 2018 from 9:00 to 10:30 a.m.** at DART Headquarters Conference Room 1C (1401 Pacific Avenue, Dallas, TX 75202). At this meeting, we will review the project, schedule, key engineering, environmental, and urban design issues, and provide an opportunity for open discussion. Your agency is being asked to reinitiate coordination with DART as the SDEIS will update the original DEIS and examine a variety of potential impacts under NEPA including those potentially under your agency's responsibility. If

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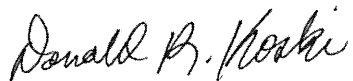
TRANSPORTATION

you cannot attend the meeting and would like to join via webinar, please email D2@DART.org and we will provide a link prior to the meeting.

DART will be conducting the bulk of the analysis for the project and would be most familiar with details including engineering and environmental issues. Consequently, we encourage you to interact directly with Ernie Martinez, DART Project Manager at (214) 749-2501 regarding any questions you may have related to the project. You may also submit any comments in writing to the attention of Ernie Martinez, DART Capital Planning, 1401 Pacific Avenue, Dallas, TX 75202 or at D2@DART.org.

If you have any questions regarding this letter, please contact Melissa Foreman, FTA Community Planner at (817) 978-0554 or melissa.foreman@dot.gov.

Sincerely,

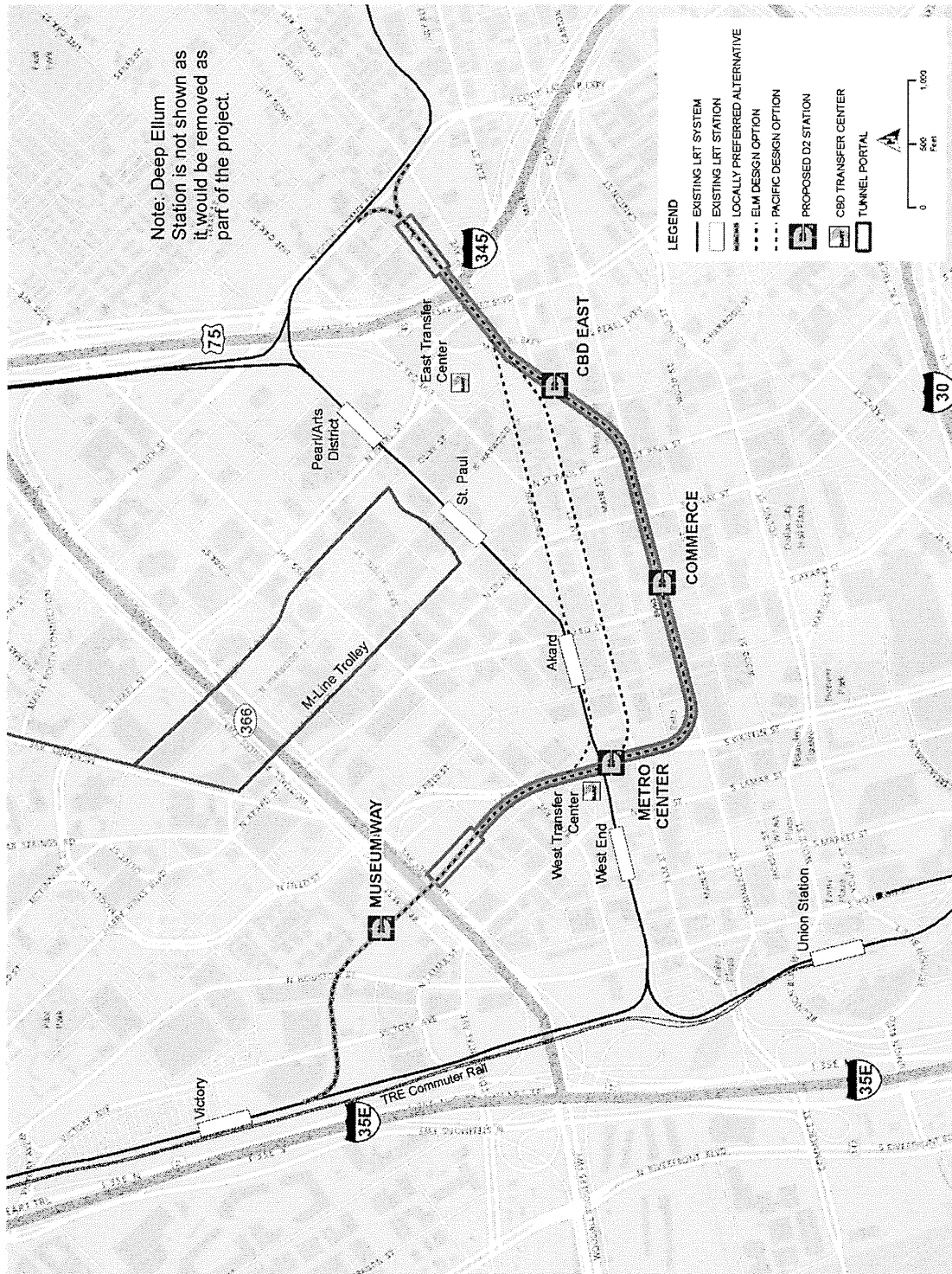
A handwritten signature in cursive script that reads "Donald R. Koski".

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachment

cc: Chad Edwards, DART
Ernie Martinez, DART
Kay Shelton, DART

D2 Subway – Commerce via Victory/Swiss





North Central Texas Council Of Governments

July 10, 2018

Dr. Caleb Phillips, Ph.D.
National Renewable Energy Laboratory
15013 Denver West Parkway
Golden, CO 80401

RE: ATHENA: Advancing Transportation Hubs' Efficiency Using Novel Analytics
Requested budget amount: \$6,250,000
Cost share contribution and percentage: Not-applicable (federal funding)

Dear Dr. Phillips:

On behalf of the North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council, the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I express my support for the Department of Energy's Vehicle Technology Office advanced technologies proposal "ATHENA: Advancing Transportation Hubs' Efficiency Using Novel Analytics".

We believe the proposed work is timely, combining critical skills and technologies to address key challenges faced by major transportation hubs such as DFW International Airport. This work will enable transportation hubs to better integrate advanced vehicle technologies and enable greater efficiency, convenience, reduce costs, and decrease emissions even as populations and volume of air traffic grow. This decoupling of energy use from population growth is essential to the long-term sustainability of our nation's transportation system.

NCTCOG will participate by serving on the technical review committee and advisory board and attending quarterly teleconferences and annual meetings. Key staff include a variety of expertise areas, including the DFW Clean Cities Coordinator and staff representing work in travel demand modeling and data, transit, and goods movement.

As NCTCOG efforts are largely funded by federal sources, we cannot contribute cost share to this project. However, to demonstrate our commitment, we have estimated the value of our participation: our staff will dedicate 0.1 full time equivalence of effort to this project annually, in addition to a variety of datasets, for a total estimated value of \$30,000 per year.

We are eager to engage with this project and encourage the reviewers to consider our strong vote of confidence in their funding decision.

Sincerely,

Michael Morris, P.E.
Director of Transportation

LC:ch



North Central Texas Council Of Governments

July 19, 2018

The Honorable Mike Cantrell, Commissioner
Dallas County, District 2
1701 N. Collins, Suite 1000
Richardson, TX 75080

Dear Commissioner Cantrell:

RE: Funding for the Cotton Belt Regional Veloweb Trail Critical Sections

Following up from our phone conversation on April 5, 2018, about the Cotton Belt Regional Veloweb Trail, the North Central Texas Council of Governments (NCTCOG) has prepared an estimate of the cost to construct "critical" sections of the Regional Veloweb Trail with the Dallas Area Rapid Transit (DART) Cotton Belt Commuter Rail project. These critical trail sections are those that we believe must be constructed with the rail project since their construction feasibility would be significantly impacted by a number of constraints once DART's commuter passenger rail service is operational.

Based on DART's draft environmental impact statement, NCTCOG's Project Engineer calculated a cost for construction of eight critical trail sections located in the Dallas County communities of Addison, Carrollton, Coppell, and Dallas which total approximately \$16.2 million. In order to construct these critical trail sections with the commuter rail project, NCTCOG staff will be requesting the Regional Transportation Council (RTC) approve approximately \$12.96 million in funding so DART can include construction of the critical trail sections with the rail project. These funds require a minimum 20 percent (\$3.24 million) local match.

As you noted during our conversation, Dallas County would like to assist the local governments with up to 50 percent of this local match requirement. With this letter NCTCOG requests confirmation of the County's funding commitment for the Cotton Belt Regional Veloweb Trail. Our goal is to present the funding request and local partnerships for constructing the trail as part of information and action items beginning with the Surface Transportation Technical Committee meeting on August 24, 2018 and the RTC meeting on September 13, 2018. Tentatively, action by the RTC to approve construction funding will be requested at the October 11, 2018 meeting.

Commissioner Cantrell
Page Two

July 19, 2018

Thank you for your strong support of multimodal transportation options and your desire to help partner on the implementation of this critical trail corridor for the region. Feel free to contact Karla Weaver, Senior Program Manager, at (817) 608-2376 or kweaver@nctcog.org with any questions regarding this effort.

Sincerely,

A handwritten signature in black ink that reads "Michael Morris". The signature is written in a cursive style with a large, sweeping initial "M".

Michael Morris, P.E.
Director of Transportation

KK:bw

cc: Antoinette Bacchus, P.E., Assistant Director Transportation Planning, Dallas Co.
Alberta Blair, P.E., Director of Public Works, Dallas Co.
Christie Gotti, Senior Program Manager, NCTCOG



Department of Energy
Washington, DC 20585

June 29, 2018

Mr. Mike Eastland
Executive Director
North Central Texas Council of Governments
Post Office Box 5888
Arlington, Texas 76005-5888

Dear Mr. Eastland:

Thank you for your February 16, 2018, letter to Energy Secretary Perry regarding the Department of Energy's (DOE) Clean Cities initiative. Your letter was forwarded to the Vehicle Technologies Office (VTO) for review and response.

Clean Cities activities reside in VTO's Technology Integration Program, which provides objective, unbiased data and real-world assessments that inform future research plans. Our activities with Clean Cities are constantly evolving over time to stay ahead of industry trends while supporting data and systems research needs. We support a broad technology portfolio that spans alternative fuels (e.g., biofuels, electricity, hydrogen, natural gas, and propane) as well as new energy efficient mobility technologies and systems.

Today's cities are shaping the definition of the "smart city," introducing new mobility strategies into traditional public transportation and planning for connected and automated vehicles. Therefore, communities and Clean Cities coalitions have asked VTO for technical support to understand these new technologies and the impact they will have. VTO has begun research in this area and is working with cities to consider how improving the affordability and energy efficiency of transportation systems complements local technology innovation objectives. Our Funding Opportunity Announcement issued on May 1, 2018, exemplifies the strategic change that we are making around advanced mobility solutions to make transportation more affordable and efficient. Clean Cities coalitions were encouraged to apply for these competitive opportunities to develop initiatives that are relevant to their communities in overcoming barriers to mobility. We expect to announce selections for award later this summer.

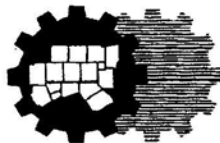
I hope this information about our evolving Clean Cities activities is helpful and addresses any concerns you may have about priorities. On behalf of my staff in VTO, we welcome the opportunity to meet with you and your board to address any questions, share details about the direction of our program, or discuss your feedback and suggestions.

Sincerely,

A handwritten signature in cursive script that reads "David Howell for".

Michael R. Berube
Director, Vehicle Technologies Office
Energy Efficiency and Renewable Energy





North Central Texas Council Of Governments

February 16, 2018

The Honorable Rick Perry
Secretary of Energy
US Department of Energy
1000 Independence Avenue
Washington, DC 20585

Dear Secretary Perry:

On January 25, 2018, the Executive Board of the North Central Texas Council of Governments (NCTCOG) passed a resolution to accept \$45,000 in funding from the US Department of Energy (DOE) to support continued staff efforts as the Dallas-Fort Worth Clean Cities Coalition. NCTCOG has housed the Dallas-Fort Worth Clean Cities Coalition, which serves the North Central Texas region as the local branch of the DOE Clean Cities program, since 1995. Over the next year, we will use these funds to collaborate on planning and dissemination of Environmental Mitigation Trust funds, and coordinate activities related to designation of state alternative fuel corridors. We thank the DOE for your continued support of this work.

During discussion of this Board action, a concern was expressed about the original mission of the Clean Cities program and whether it had outlasted its usefulness in light of increased domestic energy production or if the mission of the program had changed. If the program mission has changed, it was suggested that the DOE evaluate how best to articulate the goals and mission of the Clean Cities program moving forward, and its continued relevance to the interests and needs of the United States.

I submit this request on behalf of the NCTCOG Executive Board, which serves as the fiduciary agent for the metropolitan planning organization. Thank you in advance for your consideration, and for your leadership in energy policy. We look forward to continued partnership with the DOE. If you have any questions, please contact me at meastland@nctcog.org or (817) 695-9101.

Sincerely,

Mike Eastland
Executive Director

LPC:ch

cc: NCTCOG Executive Board



U.S. Department
of Transportation

Federal Highway
Administration

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

June 29, 2018

In Reply Refer To:
HIF

Rob Franke, P.E.
Chair
Regional Transportation Council
P.O. Box 5888
Arlington, TX 76005

Dear Mayor Franke:

Thank you for your letter regarding the Buy America waivers requested for clean vehicle projects for the Dallas-Ft. Worth area, urging the expedited processing of pending waiver requests.

The Federal Highway Administration (FHWA) published a notice in the *Federal Register* on April 16, 2018, providing information on the decision to approve Buy America waivers for 151 State projects submitted between April and December 2016 involving acquisition of vehicles and equipment. The approvals covered all Buy America waiver requests submitted by the deadline (May 3, 2017) for accepting waiver request data for the 2017 1st Quarter waivers. In the notice, we indicated that we are evaluating how to revise Buy America policies and procedures, including the process and manner for deciding whether to grant waivers for vehicles and equipment. All Buy America waiver requests that were submitted after May 3, 2017, including the waivers requested for the Dallas-Ft Worth area, will remain pending until our review is completed. We will take your comments into account as part of this review process.

The FHWA recognizes that the time it takes to complete the review and processing of Buy America waiver requests can impact how grantees decide to advance certain portions of a project. Buy America requirements are intended to help stimulate economic growth, create good jobs at decent wages, strengthen our middle class, and support the American manufacturing and defense industrial bases. We are working to complete our review while ensuring that projects maximize the use of goods, products, and materials produced in the United States.

Sincerely,

Brandye L. Hendrickson
Acting Administrator

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

April 16, 2018

The Honorable Brandye L. Hendrickson
Acting Administrator
Federal Highway Administration
East Tower, 8th Floor
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Acting Administrator Hendrickson:

Through the North Central Texas Council of Governments (NCTCOG), which serves as staff to the Regional Transportation Council (RTC), the RTC implements a variety of emissions-reducing activities using Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds in its capacity as the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area. Implementation of key emission-reducing projects in the ozone nonattainment area continues to be delayed due to a slowdown in the processing of Buy America waiver requests. On February 26, 2018, representatives from Transportation Energy Partners, NGV America, and various Clean Cities organizations met with you to discuss challenges associated with ongoing delays in the Federal Highway Administration (FHWA) issuing Buy America waivers for alternative fuel vehicle projects. While the RTC was not able to send representatives to participate in this meeting, NCTCOG staff provided information regarding pending waiver requests for RTC-funded projects to be included in this discussion.

The RTC, NCTCOG staff, and DFW Clean Cities, which is housed within the NCTCOG, stand in concurrence with, and support of, the enclosed correspondence recently submitted by Transportation Energy Partners and supporting organizations. We reiterate that Buy America was originally established to ensure use of domestic iron and steel for road and bridge projects, and that the application of 100 percent domestic content requirements to vehicles results in a situation where no vehicle project could ever be approved without a waiver. Coupled with the fact that the Fixing America's Surface Transportation (FAST) Act prioritizes cost-effective diesel retrofit projects, which includes heavy-duty vehicle replacement projects, this creates a conflict and disconnect between the stated priorities of the legislation and application of regulatory requirements.

Beyond the issues flagged in the enclosed letter, the RTC wishes to alert you of additional challenges and consequences. Enclosed are two letters previously transmitted to FHWA, which outline several concerns including air quality impacts and inability to move forward on projects that are prioritized by the Fixing America's Surface Transportation Act. We resubmit these for your consideration. The RTC notes that to resolve the negative economic and air quality consequences associated with the current backlog of projects, waivers must be released not only for alternative fuel vehicle projects, but also for new clean-burning diesel or gasoline vehicle projects. In addition to the abundance of clean vehicle projects which are pending or on

April 16, 2018

hold, there have been project delays associated with mobility initiatives in the DFW area such as data sharing programs, vanpool programs, and safety initiatives such as incidence response equipment used by first responders to document and quickly clear crashes from roadways. These projects are significantly delayed or stalled due to lengthy Buy America compliance review processes on Commercially Off-The-Shelf (COTS) products or an outstanding need for waivers for vanpool vehicles, respectively.

The RTC joins with Transportation Energy Partners and their supporters in seeking your assistance in immediately clearing the backlog of requested waivers. In addition, to avoid the ongoing need to review waivers for vehicle projects, we request that FHWA modify the Buy America requirement for domestic content of iron, steel, and protective coatings. Rather than requiring 100 percent domestic content, we request that FHWA adopt a lower threshold for manufactured goods, including vehicles, more in line with the threshold required by the Federal Transit Administration, coupled with the requirement for final assembly in the United States. This would enable realistic implementation of the cost-effective diesel retrofit projects emphasized by the FAST Act in a manner that also preserves Buy America goals. Alternatively, FHWA could reinstate a regular quarterly waiver processing schedule for all clean vehicle projects so that emissions-reducing projects can proceed.

Thank you for your support and consideration. If you have any questions, please feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241.

Sincerely,



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

LPC:ch
Enclosures

cc: North Central Texas Congressional Delegation
Elaine Chao, Secretary, U.S. Department of Transportation
Edwin Okonkwo, U.S. Department of Transportation
Jose Campos, Federal Highway Administration Texas Division
Barbara Maley, Federal Highway Administration Texas Division
Michael Morris, P.E., Director of Transportation, NCTCOG



March 31, 2018

Brandye L. Hendrickson, Acting Administrator
Federal Highway Administration
East Tower, 8th Floor
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: FHWA Buy America Compliance for Alternative Fuel Vehicle Projects

Dear Acting Administrator Hendrickson:

We appreciated the opportunity to meet with you recently to discuss the Federal Highway Administration's (FHWA) implementation of Buy America compliance provisions under the Congestion Mitigation and Air Quality (CMAQ) program.

As we discussed, the undersigned business, local government, utility, and non-profit entities are very concerned about the FHWA's delay in granting final approval for the use of federal CMAQ funds to purchase efficient, American-made alternative fuel vehicles in dozens of communities across the country. We are aware of at least 133 projects in 27 states involving more than 1600 clean fuel vehicles that have been approved by state authorities and are waiting for final approval by FHWA (see attached list). Many of these projects have been waiting for FHWA approval for more than a year. Moreover, dozens of communities have additional clean vehicle purchases on hold as they wait for FHWA to determine how it is going to implement the Buy America provisions going forward.

The delay in approving these projects not only impacts local air quality by halting the replacement of older, polluting trucks and cars. It also impacts the local economies of communities where these American-made alternative fuel vehicles and engines are manufactured. Based on our research (see attached document), the vehicles impacted by the delay in approving these waivers are manufactured in 22 different states and include facilities that employ nearly 76,000 American workers.

We understand that the Department of Transportation (DOT) is currently reviewing its Buy America policies to determine whether any changes are necessary. As we discussed, we are happy to provide our expertise and input as you undertake this review.

In the meantime, however, we respectfully urge you to immediately eliminate the backlog and approve all pending alternative fuel vehicle projects, where the vehicles are assembled in the U.S. In addition, we request that you continue to use the existing process of approving CMAQ funding on a quarterly basis for all vehicles assembled in America until the new policies are implemented.

Importance of FHWA Funding for Alternative Fuel Projects

Since its inception in 1992, the FHWA CMAQ Program has provided funding to help hundreds of communities across the country replace older, dirty motor vehicles with new, cleaner equipment often powered by alternative fuels. These include natural gas garbage trucks, propane powered school buses, plug-in hybrid electric delivery trucks and police vehicles, and more. These vehicles are all assembled in America and generally include American-made engines. The use of cleaner vehicles directly benefits these communities by alleviating harmful emissions of pollution and supporting investments in domestic alternative fuels like natural gas, propane, hydrogen, electricity and biofuels. The CMAQ program is the single largest source of funding provided by the federal government for clean air efforts and has been a key component of the national effort to advance the use of alternative fuel vehicles.

Background on FHWA Buy America Requirements

As you know, the FHWA Buy America requirements, established in 1983, were written for iron and steel in roads and bridges, not for complex products like cars and trucks, with numerous component parts sourced from all over the world. As the FHWA indicated in its approval of four California alternative fuel vehicle projects in October 2017:

“Based on all the information available to the agency, FHWA concludes that there are no manufacturers that produce the vehicles identified in this notice in such a way that all their steel and iron elements are manufactured domestically. The FHWA's Buy America requirements were tailored to the types of products that are typically used in highway construction, which generally meet the requirement that steel and iron materials be manufactured domestically. In today's global industry, vehicles are assembled with iron and steel components that are manufactured all over the world. The FHWA is not aware of any domestically produced vehicle on the market that meets FHWA's Buy America requirement to have all its iron and steel be manufactured exclusively in the United States.” (See Federal Register, October 6, 2017: <https://www.federalregister.gov/documents/2017/10/06/2017-21567/buy-america-waiver-notification>)

Because there are no vehicles with 100 percent American iron and steel and it is impossible to track where all the iron and steel screws, bolts, brackets, wires and other components are made, the FHWA decided in 2012 to approve all motor vehicle projects, if the final assembly takes place in the United States. The FHWA processed those approvals on a quarterly basis. Prior to 2012, motor vehicles were exempted from the Buy America waiver requirements and state authorities did not have to request waivers for projects that used FHWA funding for vehicles.

Impact on American Communities and American Workers and Jobs

The delay in approving these projects is not leading to the use of more American iron and steel in vehicles. Instead, it is hurting American plants and workers that are building the vehicle engines

and assembling the vehicles. If the concern is ensuring that the program dollars go to support American jobs, there should be no reason not to fund the pending alternative fuel projects because the vehicles are all assembled in the U.S. These vehicles include school buses manufactured in the U.S. by Blue-Bird, IC Bus, and Thomas-Built Bus, trucks made by Ford, Volvo, and Mack and cars made by General Motors and Nissan – all built by American workers in the U.S. The Ford vehicles for instance are manufactured in Kentucky, Michigan, Missouri and Ohio and upfitted with alternative fuel equipment at nearby facilities. Cummins Westport is the leading provider of new natural gas engines for trucks and buses; the engines are manufactured in North Carolina and New York. These vehicles and engines all burn domestic alternative fuels, and therefore support U.S. energy production jobs in addition to manufacturing jobs.

The delay in approving these projects affects the communities in which these vehicles will operate and impacts the communities where these American made alternative fuel vehicles and engines are manufactured. Based on our research, the vehicles impacted by the delay in approving these waivers are manufactured in 22 different states and include facilities that employ nearly 76,000 American workers. (See attached document listing the facilities.)

Delayed action also means delayed cleaner air. In addition, the delay is seriously jeopardizing the viability of many of the projects because these projects involve vehicle orders that could lapse or go unfilled. This is true in the case of projects involving vehicles that are upfitted or converted by secondary suppliers – these secondary suppliers must secure EPA approval to modify or convert vehicles to operate on alternative fuel. The certification these upfitters receive takes many months to secure and is limited to specific model years. If too much time goes by, these upfitters will no longer be able to acquire the appropriate model year vehicle to upfit and must start all over.

Conclusion

Numerous projects involving cleaner-burning alternative fuel vehicles are now in jeopardy due to the failure to act on Buy America waiver requests that are pending with FHWA. As proponents of domestic alternative fuels, we understand the desire to ensure that this program and the Buy America process are protecting American jobs. However, we are greatly concerned that the inaction on these projects is jeopardizing American jobs in our industries.

Again, we respectfully request that FHWA act on these waiver requests and approve them so that these projects can proceed. In addition, we ask FHWA to continue to accept and process waiver requests on a quarterly basis for alternative fuel vehicles while the DOT considers changes to its Buy America policies.

For more information or to discuss our request, please contact Ken Brown with Transportation Energy Partners (ken@akbstrategies.com or 202.674.7777) or Jeff Clarke with NGV America (jclarke@ngvamerica.org or 202.824.7364).

Thank you for your consideration.

Sincerely,

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

Sam Spofforth, President, Transportation Energy Partners

On Behalf of:

Jeff Clarke, NGVAmerica

Michael Calderera, National Propane Gas Association

Randall Essick, Waste Management, Inc.

Mitchell Pratt, Clean Energy Fuels Corp.

Bart Van Aerle, Cummins Westport Inc.

Todd Mouw, Roush CleanTech

Susan Alt, Volvo Group North America

Phil Horlock, Blue Bird Corporation

Trish Reed, IC Bus

Zachary Kahn, BYD Heavy Industries

Eric McCarthy, Proterra

Bonnie Trowbridge, Lightning Systems, Loveland, Colorado

Erik Neandross, Gladstein, Neandross, and Associates

Kris Kielty, Redmarket CNG Services LLC (Colorado)

Kent Meadows, NGV Solutions, LLC (Mississippi)

Jim Leonard, JR Leonard Construction Co. (North Carolina)

Pat Riley, Gibson County Utility District (Tennessee)

Karen Hamberg, Westport Fuel Systems, Inc.

Ian MacDonald, Agility Fuel Systems

Alan Garcia, NW Natural (Oregon)

Douglas D. Olenick, OPW Retail Fueling (Ohio)

Wayne Powers, Worthington Industries (Ohio)

Susan Shifflett, Texas NGV Alliance

Kelly Gilbert, Metropolitan Energy Center, Kansas City, Missouri

Dan Williams, City of Kansas City, Missouri

Richard Sapienza, North Carolina State University Clean Energy Technology Center

Sam Spofforth and Jason Phillips, Clean Fuels Ohio

William Murdock, Mid-Ohio Regional Planning Commission

Brian Rabe, Southwest Local School District, Harrison, Ohio

Tony Borton, Elmwood Local Schools, Elmwood, Ohio

Alleyn Harned, Virginia Clean Cities

Elizabeth McCormick, Virginia Propane Gas Association

Jonathan Overly East Tennessee Clean Fuels Coalition

Samantha Bingham, Chicago Area Clean Cities Coalition (Illinois)

Linda Urata, San Joaquin Valley Clean Cities Coalition (California)

Richard Battersby East Bay Clean Cities Coalition (California)

Tony Bandiero, Eastern Pennsylvania Alliance for Clean Transportation

Cc: Elaine Chao, Secretary, U.S. Department of Transportation



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

December 1, 2017

The Honorable Elaine Chao
United States Secretary of Transportation
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I thank you for your leadership in transportation policy. The RTC requests your assistance in expediting a solution in Buy America waiver requests to alleviate significant delays in implementation of clean vehicle projects that are designed to reduce emissions and improve air quality as part of local efforts to attain the federal ozone standard in the DFW area.

Through the North Central Texas Council of Governments (NCTCOG), which serves as staff to the RTC, the RTC funds implementation of a variety of emissions-reducing activities using Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds. Implementation of key emission-reducing projects in the ozone nonattainment area continues to be delayed due to a slowdown in the processing of Buy America waiver requests for clean vehicle projects, which NCTCOG understands is largely a result of the Executive Order on Buy American and Hire American, issued by President Trump on April 18, 2017. Additional details are outlined in the enclosed correspondence to US Department of Transportation (US DOT) staff. In follow-up to this letter, staff spoke with Mr. Okonkwo by phone and confirmed that the US DOT has received NCTCOG vehicle waiver requests, but could not provide a schedule for processing or approval.

Although the RTC applauds Buy America principles, the global nature of vehicle manufacturing is widely understood. The ongoing delays in receiving requested waivers has resulted in unintended consequences, including real-world air quality impacts due to prolonged use of high-emitting vehicles and delayed emissions reductions critical to attaining the ozone standard. In addition, projects were originally planned around typical annual vehicle procurement cycles to maximize opportunities for participation; the delays and lack of an estimated timeframe for resolution cause uncertainty that reduces the ability to leverage this schedule.

The Honorable Elaine Chao
Page Two

December 1, 2017

The RTC requests your help in expediting the processing of pending waiver requests for clean vehicle projects so that emissions-reducing projects can proceed. If there are any conditions that must be met for waivers to be issued, clear communication regarding such conditions would be appreciated so that staff can properly design projects at the outset. If you have any questions, please feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Franke".

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

LPC:ch
Enclosure

cc: North Central Texas Congressional Delegation
Jose Campos, Federal Highway Administration Texas Division
Barbara Maley, Federal Highway Administration Texas Division
Edwin Okonkwo, U.S. Department of Transportation
Michael Morris, P.E., Director of Transportation, NCTCOG



North Central Texas Council Of Governments

September 12, 2017

Mr. Edwin Okonkwo
Highway Engineer
United States Department of Transportation
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Okonkwo:

On behalf of the North Central Texas Council of Governments (NCTCOG), which serves as staff to the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I am writing to request your assistance in resolving an issue that has recently forced delays in implementation of clean vehicle projects that are designed to reduce emissions and improve air quality as part of local efforts to attain the federal ozone standard in the DFW area.

The RTC funds implementation of a variety of emissions-reducing activities using Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. These efforts include a range of clean vehicle projects that are particularly cost-effective in reducing emissions. In previous years, clean vehicle projects have routinely received waivers from the Federal Highway Administration (FHWA), providing relief from strict Buy America requirements as the rule has proved to be prohibitive for these types of assets. These requirements, as applied to CMAQ funds by FHWA, require 100 percent of iron and steel components to be domestically-sourced. Waivers have been granted based on the understanding that this requirement is infeasible for vehicle projects, and have been contingent upon final assembly in the United States, which was determined to meet the intent of the Buy America provisions. The explanation provided by FHWA on previously approved vehicle waivers states:

"In today's global vehicle manufacturing industry, vehicle components are typically obtained from suppliers all over the world. Given the number of components and small subcomponents in vehicles, it is not practical for manufacturers in the current market to certify that a vehicle meets FHWA's regulatory requirement of 100-percent domestic iron and steel content. In order to maintain jobs and obtain the benefits intended in the Federal-aid highway program, such as improved air quality and bridge inspections, FHWA recognizes that it is in the public's interest to waive the Buy America requirement for vehicles or equipment on the condition that they are assembled domestically."¹

¹ <https://www.fhwa.dot.gov/construction/contracts/waivers.cfm?id=131>

These waivers were approved on a routine basis through the second quarter of 2016. NCTCOG submitted a waiver request for the first quarter of 2017. Staff was notified by the FHWA Texas Division that the waiver process was "on hold" due to ongoing re-evaluation by the new Administration, and that waiver requests from the third and fourth quarters of 2016 were still pending. No estimated timeframe for resolving this issue was provided.

NCTCOG supports the emphasis on American-made products and understands the need to re-evaluate the waiver process from time to time. However, NCTCOG notes that the Executive Order issued by President Trump, enclosed for reference, does not prohibit additional waivers to be issued. It simply requires all agencies to evaluate processes and policies to ensure that waivers are minimized. With regard to clean vehicle projects, there has been no substantial change in the global nature of the vehicle manufacturing industry in the past year. No vehicle on the market today is able to meet the 100 percent Buy America requirement. Unless waivers continue to be authorized for projects involving acquisition of clean vehicles with CMAQ funds, the following categories of eligible CMAQ projects and programs would become ineligible:

- 1) Diesel Engine Retrofits and Other Advanced Truck Technologies
- 2) Alternative Fuels and Vehicles

Ineligibility of these categories would be in direct contradiction to the emphasis that the Fixing America's Surface Transportation Act continues to place on prioritizing use of CMAQ funds to distributing funds for "diesel retrofit" projects, which are defined as including vehicle replacements, repowers, rebuilding, after-treatment, or other technologies.

NCTCOG is currently under contract to administer four CMAQ-funded projects, which are impacted by this issue. Contracts for the following projects have all been approved by both FHWA and the Texas Department of Transportation (TxDOT), but face delays due to this issue:

- 1) a project to replace old vehicles with newer, low-emission vehicles;
- 2) a project to provide incentives for zero-emission vehicle purchases by local governments;
- 3) a project to provide alternative fuel "loaner" vehicles to local governments to encourage future purchases of the lowest emission technologies available; and,
- 4) a project to facilitate advanced truck technologies and vehicle replacements or upgrades through a revolving loan.

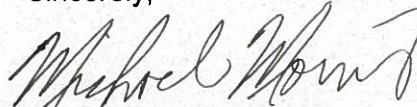
All vehicle types involved in these projects have received Buy America waivers from FHWA in the past few years. At best, these projects are delayed until resolution is reached regarding the waiver process and FHWA is able to resume issuing waivers. At worst, these projects will not be able to move forward at all.

Mr. Okonkwo
Page Three

September 12, 2017

NCTCOG requests your help in expediting a positive resolution. Specifically, we appreciate your assistance in championing the ongoing need for waivers on domestic content for clean vehicle activities, contingent upon final assembly in the United States. If you have any questions, please feel free to contact Chris Klaus, Senior Program Manager at (817) 695-9286 or cklaus@nctcog.org.

Sincerely,



Michael Morris, P.E.
Director of Transportation

LPC:ch

cc: Pete Stephanos, Director, Office of Program Administration, FHWA
Michael Leary, Director, Planning & Program Development, FHWA Texas Division
Jose Campos, Intermodal Team Leader, FHWA Texas Division
Barbara Maley, Air Quality Specialist/Planning Coordinator, FHWA Texas Division
Peggy Thurin, P.E., Project Manager, Texas Planning & Programming Division, TxDOT
Nick Page, MPO Coordinator, Transportation Planning & Programming Division, TxDOT
Chris Klaus, Senior Program Manager, NCTCOG



The White House

Office of the Press Secretary

For Immediate Release

April 18, 2017

Presidential Executive Order on Buy American and Hire American

EXECUTIVE ORDER

BUY AMERICAN AND HIRE AMERICAN

By the authority vested in me as President by the Constitution and the laws of the United States of America, and to ensure the faithful execution of the laws, it is hereby ordered as follows:

Section 1. Definitions. As used in this order:

(a) "Buy American Laws" means all statutes, regulations, rules, and Executive Orders relating to Federal procurement or Federal grants including those that refer to "Buy America" or "Buy American" that require, or provide a preference for, the purchase or acquisition of goods, products, or materials produced in the United States, including iron, steel, and manufactured goods.

(b) "Produced in the United States" means, for iron and steel products, that all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States.

(c) "Petition beneficiaries" means aliens petitioned for by employers to become nonimmigrant visa holders with temporary work authorization under the H-1B visa program.

(d) "Waivers" means exemptions from or waivers of Buy American Laws, or the procedures and conditions used by an executive department or agency (agency) in granting exemptions from or waivers of Buy American Laws.

(e) "Workers in the United States" and "United States workers" shall both be defined as provided at section 212(n)(4)(E) of the Immigration and Nationality Act (8 U.S.C. 1182(n)(4)(E)).

Sec. 2. Policy. It shall be the policy of the executive branch to buy American and hire American.

(a) Buy American Laws. In order to promote economic and national security and to help stimulate economic growth, create good jobs at decent wages, strengthen our middle class, and support the American manufacturing and defense industrial bases, it shall be the policy of the executive branch to maximize, consistent with law, through terms and conditions of Federal financial assistance awards and Federal procurements, the use of goods, products, and materials produced in the United States.

(b) Hire American. In order to create higher wages and employment rates for workers in the United States, and to protect their economic interests, it shall be the policy of the executive branch to rigorously enforce and administer the laws governing entry into the United States of workers from abroad, including section 212(a)(5) of the Immigration and Nationality Act (8 U.S.C. 1182(a)(5)).

Sec. 3. Immediate Enforcement and Assessment of Domestic Preferences According to Buy American Laws. (a) Every agency shall scrupulously monitor, enforce, and comply with Buy American Laws, to the extent they apply, and minimize the use of waivers, consistent with applicable law.

(b) Within 150 days of the date of this order, the heads of all agencies shall:

(i) assess the monitoring of, enforcement of, implementation of, and compliance with Buy American Laws within their agencies;

(ii) assess the use of waivers within their agencies by type and impact on domestic jobs and manufacturing; and

(iii) develop and propose policies for their agencies to ensure that, to the extent permitted by law, Federal financial assistance awards and Federal procurements maximize the use of materials produced in the United States, including manufactured products; components of manufactured products; and materials such as steel, iron, aluminum, and cement.

(c) Within 60 days of the date of this order, the Secretary of Commerce and the Director of the Office of Management and Budget, in consultation with the Secretary of State, the Secretary of Labor, the United States Trade Representative, and the Federal Acquisition Regulatory Council, shall issue guidance to agencies about how to make the assessments and to develop the policies required by subsection (b) of this section.

(d) Within 150 days of the date of this order, the heads of all agencies shall submit findings made pursuant to the assessments required by subsection (b) of this section to the Secretary of Commerce and the Director of the Office of Management and Budget.

(e) Within 150 days of the date of this order, the Secretary of Commerce and the United States Trade Representative shall assess the impacts of all United States free trade agreements and the World Trade Organization Agreement on Government Procurement on the operation of Buy American Laws, including their impacts on the implementation of domestic procurement preferences.

(f) The Secretary of Commerce, in consultation with the Secretary of State, the Director of the Office of Management and Budget, and the United States Trade Representative, shall submit to the President a report on Buy American that includes findings from subsections (b), (d), and (e) of this section. This report shall be submitted within 220 days of the date of this order and shall include specific recommendations to strengthen implementation of Buy American Laws, including domestic procurement preference policies and programs. Subsequent reports on implementation of Buy American Laws shall be submitted by each agency head annually to the Secretary of Commerce and the Director of the Office of Management and Budget, on November 15, 2018, 2019, and 2020, and in subsequent years as directed by the Secretary of Commerce and the Director of the Office of Management and Budget. The Secretary of Commerce shall submit to the President an annual report based on these submissions beginning January 15, 2019.

Sec. 4. Judicious Use of Waivers. (a) To the extent permitted by law, public interest

waivers from Buy American Laws should be construed to ensure the maximum utilization of goods, products, and materials produced in the United States.

(b) To the extent permitted by law, determination of public interest waivers shall be made by the head of the agency with the authority over the Federal financial assistance award or Federal procurement under consideration.

(c) To the extent permitted by law, before granting a public interest waiver, the relevant agency shall take appropriate account of whether a significant portion of the cost advantage of a foreign-sourced product is the result of the use of dumped steel, iron, or manufactured goods or the use of injuriously subsidized steel, iron, or manufactured goods, and it shall integrate any findings into its waiver determination as appropriate.

Sec. 5. Ensuring the Integrity of the Immigration System in Order to "Hire American." (a) In order to advance the policy outlined in section 2(b) of this order, the Secretary of State, the Attorney General, the Secretary of Labor, and the Secretary of Homeland Security shall, as soon as practicable, and consistent with applicable law, propose new rules and issue new guidance, to supersede or revise previous rules and guidance if appropriate, to protect the interests of United States workers in the administration of our immigration system, including through the prevention of fraud or abuse.

(b) In order to promote the proper functioning of the H-1B visa program, the Secretary of State, the Attorney General, the Secretary of Labor, and the Secretary of Homeland Security shall, as soon as practicable, suggest reforms to help ensure that H-1B visas are awarded to the most-skilled or highest-paid petition beneficiaries.

Sec. 6. General Provisions. (a) Nothing in this order shall be construed to impair or otherwise affect:

- (i) the authority granted by law to an executive department or agency, or the head thereof;
- (ii) the functions of the Director of the Office of Management and Budget relating to budgetary, administrative, or legislative proposals; or
- (iii) existing rights or obligations under international agreements.

(b) This order shall be implemented consistent with applicable law and subject to the availability of appropriations.

(c) This order is not intended to, and does not, create any right or benefit, substantive or procedural, enforceable at law or in equity by any party against the United States, its departments, agencies, or entities, its officers, employees, or agents, or any other person.

DONALD J. TRUMP

THE WHITE HOUSE,
April 18, 2017.

Wanna ride your bike from Fort Worth to Dallas? Here's how soon it could happen

June 29, 2018
By Bill Hanna And Sandra Baker
Fort Worth Star-Telegram

Arlington – In a tree-filled section of northeast Arlington, two new bridges on the River Legacy Parks hike and bike system were installed this week.

By Sept. 20, the new \$1.3 million trail extension, which runs eastward to the Grand Prairie city limits, should be open.

The 7-mile trail is currently the largest continuous section in the regional hike and bike Trinity Trail system, going along the western edge of Riverside Golf Club to the Texas 360 right-of-way.

But the new section of trails also brings the entire Dallas-Fort Worth area closer to having a 64-mile system that links the region's two largest cities.

That trail system will travel eastward from Fort Worth through Arlington — followed by another section of Fort Worth to the CentrePort Trinity Railway Express Station — then through Grand Prairie and Irving before reaching Dallas.

With the new Arlington extension, 59 of the 64 miles of trails between Fort Worth and Dallas will either be in place, under design or construction, said Kevin Kokes, principal transportation planner for the North Central Texas Council of Governments.

"We have five miles remaining," Kokes said.

And those last five in Fort Worth may be the most challenging and expensive.

Current estimates place costs at \$1 million for each mile, said David Creek, an assistant director with Fort Worth's Park and Recreation Department.

Those sections are only in the conceptual stage and there's no funding at this time. The original concept had the trail going under Texas 360, but there's also been discussions about a bridge next to the rail line traveled by Trinity Railway Express.

Another concept has involved the trail crossing Trinity Boulevard by American Airlines headquarters.

The alignments need to get nailed down before preliminary design work can start, Creek said.

"These trail designs get very complicated," Creek said.

American Airlines has expressed some interest in helping out, Creek said. American has reconfigured Trinity Boulevard and their entrance to the new headquarters under construction that is supposed to make traffic flow more easily off Texas 360.

With North Central Texas Council of Governments funding, Fort Worth will design Grand Prairie's portion of the trail system, but Grand Prairie will pay for the construction. While Irving

already has the southern end of its trail system complete, Grand Prairie must still complete its section to connect with Arlington.

“At the edge of Fort Worth, it gets us out of Tarrant County,” Creek said, “At some point in the near future, you should be able to get from 377 in Benbrook all the way over to the eastern edge of Tarrant County.”

Fort Worth and Arlington also have plans to connect their trails on the western edge of Arlington and eastern edge of Fort Worth.

Arlington is expected to include \$2.5 million in a November bond election to extend westward to the Fort Worth city limits. That bond election is expected to be called by the City Council in August.

Fort Worth voters approved \$4 million in the May bond election to connect the Trinity Trails from River Trails Park to River Legacy Park at the Arlington city boundary.

To get there, the Fort Worth will have to complete the trails in two phases, roughly from Handley-Ederville and Loop 820 to River Legacy.

One of the goals will be to connect the trails to public transportation options to provide more ways to travel without ever getting in a car, Kokes said.

Despite the obstacles that remain, Kokes remains optimistic the full 64 miles will be completed in the next five years.

"I think that's a reasonable timeline," Kokes said. "We've made a lot of progress in the last few years."

There's also a much more ambitious plan to have a regional Veloweb by 2040 that could include thousands of miles of trails.

The portion connecting Arlington to downtown Fort Worth could happen much more quickly.

"Imagine being able to ride your bike from River Legacy all the way to downtown Fort Worth," said Arlington Mayor Jeff Williams. "And for Fort Worth riders, they'll be able to start in an urban setting like downtown Fort Worth and travel eastward into a natural, canopied section of the trail in River Legacy. It's a win for both cities and all Tarrant County residents."

<https://www.star-telegram.com/news/local/community/arlington/article213816814.html>

Traffic Doesn't Hurt the Economy—But We Should Still Fix It

June 26, 2018
Nick Stockton
WIRED Magazine

Behold the traffic-dammed and damned city: The very existence of gridlock would indicate that business is booming. But in the field of transportation planning, it's well accepted that regions with persistent car congestion will lose economic steam. After all, congestion does things like slow down freight as well as stall commuters on their way to the places where they make or spend money.

The notion that congestion costs drivers money buttresses proposals to do everything from widening freeways to synchronizing traffic lights. But you'd expect these costs to manifest in region-wide, economy-leaking wounds. A new study, published last month in the aptly named journal *Transportation*, challenges this assumption.

By comparing historic traffic data against several economic markers, the authors found virtually no indication that gridlock stalled commerce. In fact, it looked like the economy had its own HOV lane. Region by region, GDP and jobs grew, even as traffic increased. This does not mean speed bumps should come standard on every new highway. Traffic still sucks, and things that suck should be fixed. What this study does is acknowledge that economically vibrant cities will always have congestion. So transportation planners should instead focus on ways to alleviate the misery rather than eliminate the existence of congestion.

Unfortunately, misery alone is difficult to quantify. Which is probably how some economist hit upon the idea of applying a cost-benefit analysis to sitting in traffic. The idea is fairly simple: Each driver's time is worth some amount of money; that time is wasted if it is spent idling in a sea of taillights. One of the most public-facing cost-benefit estimates of car congestion comes from the transportation analytics firm Inrix. In 2017, the company estimated that the average US driver loses \$1,642 a year sitting in traffic. The estimate varies by region. New Yorkers lose nearly \$3,000 a year—can you imagine how many cartons of bootleg cigarettes you could buy with that? So you would expect to see that wasted time and money manifested as a slowdown in the economy.

The logic seems valid: Somebody forced to regularly wait in traffic might ask for a raise or take their talents to some other less-gridlocked city. The added cost of retaining and recruiting personnel might sway big companies to move operations. Car congestion also directly impacts commerce—for example, by delaying shipments. But here's the important thing to consider: Are freight delays driving up the cost of living to untenable levels? Do demands from labor in congested cities actually force companies to take their business elsewhere? Does a region's economy feel anything from all these ways congestion is supposed to cost drivers time and money?

That's the thought that occurred to University of Colorado civil engineer Wes Marshall as he was reading one of those annual lists of the 10 most congested metropolitan areas in the US. Every year, the list contains the same shuffle of cities: Los Angeles, New York, Boston, Dallas, San Francisco, Atlanta—a who's who of honking megalopoli. And wouldn't you know, those same cities consistently rank highest for regional GDP.

So, he and coauthor Eric Dumbaugh began work on the study that they just published in *Transportation*. They started with data from the Texas Transportation Institute's Urban Mobility

Report, which has been tracking car congestion in 89 US cities for 30 years. They compared that with 11 years of overlapping numbers of both per capita GDP and job growth for each metropolitan area. They also had a fully overlapping data set of 30 years of per capita income.

Marshall acknowledges that no statistic can paint a perfect picture of reality, but he says he and his coauthor wrangled their analysis into coherence. Once they accounted for all the hanging chads, the overall trend was pretty clear: Traffic really didn't do much to the economy. In fact, they found that if anything, places with higher car congestion seemed to have stronger economies. Specifically, per capita GDP and job growth both tracked upward as traffic wait times got worse.

Marshall and his colleague aren't the first to look into the citywide economic impacts of bad traffic. In 2013, Ryerson University transportation professor Matthias Sweet found that very high levels of vehicle car congestion did negatively impact the economy. In *Urban Studies*, Sweet used the same Texas Transportation Institute car-congestion data but weighed it against only job growth and productivity growth per worker, over more constrained time periods. He found that car congestion did appear to drag on a region's job growth once it gets to around 35 to 37 hours a year per commuter. (That's roughly 4.5 minutes of delay a day, ya babies.)

But Sweet doesn't take any issue with Marshall's findings. In fact, he says they complement his own: "This adds to what I would characterize as a growing body of work that questions the role of car congestion alleviation as an economic policy act." He calls out another finding from his 2013 study, which is that before reaching the 4.5-minute per day per commuter threshold, car congestion seemed to indicate stronger economic activity. Even in places with absurd traffic delays—think Boston during the Big Dig—car congestion never kills a metro's economy outright. "Regions appear to be fairly adaptive, and can grow even when car congestion levels are really high," Sweet adds.

Which is not to say that everyone should buckle in and accept their daily crawl through purgatory. What Marshall is suggesting is that maybe time isn't money—not when it comes to commuting, at least. Besides, if congestion seems to accompany a booming economy, he says planners should focus less on the costs and benefits of alleviating it. Instead, they could put their energies into improving the quality of the commute—for instance, by providing people options besides inevitably flooded freeway lanes.

<https://www.wired.com/story/traffic-economy-fixes/>

Column: Let's debunk the myths about Texas highway funding

July 3, 2018
By Oscar Trevino
Fort Worth Star-Telegram

We are all familiar with how fast Texas is growing. This growth has placed a burden on the state's highway system. As the population increases, so do the number of vehicles. This has been the situation for a number of years and currently there is no reason to believe that the increase in traffic due to growth will decrease.

If you live in or near one of our great cities, you can see directly how traffic is being negatively affected with this growth. There should be no question about it; we need more urban and rural highway capacity.

There is a lot of false information out there about some of the ways Texas could cope with the state's enormous increase in daily traffic. For example, some say that building freeway managed toll lanes and toll roads by foreign companies is part of a conspiracy against Texas. When in fact it does not make a difference who builds the highway, if it is built on Texas land and will benefit Texans.

Another fact about tolling where it is justified by traffic demands is that Texans can get the projects now, not years from now when and if we finally have the money.

In addition, not everyone realizes that the fixed gas tax that was established to fund highway improvements is a diminishing revenue source. It has remained the same for the past 25 years. Now, 25 years later vehicles get better gas mileage thereby putting more miles (wear and tear) on our highways, and because of inflation it funds less new traffic capacity with the revenue earned.

There is also a false belief by some that the Texas Transportation Commission has intentionally allocated all available funding to rural projects to limit funding for urban projects as a way to force toll roads on our cities. The facts simply do not support this belief. The Commission's 10-year program allocates only 14 percent of \$70 billion in funding to the Texas Department of Transportation's (TxDOT's) rural districts.

Finally, there is the false belief by some who have been working for the Sunset Commission that TxDOT could not effectively spend more highway money even if it was available. The facts are that all Texans would see considerable improvements to congestion relief on our highways if TxDOT had the funding to construct the many urgently needed highway improvements.

Unfortunately, Texas is past the period where one solution will solve our transportation needs. In order to improve the traffic congestion now and better plan for the millions of additional people moving into Texas, the state transportation leaders must have multiple mobility options and more funding options.

That is why it is essential that the false information being spread about some of the tools mentioned above be corrected so that we have as many options as possible to improve mobility in Texas. High speed rail and commuter rail will not solve all of the state's transportation challenges, but when combined in the right balance with urban and rural highways could be the solution we need.

Oscar Trevino in the Mayor of North Richland Hills and a member of the Regional Transportation Council.

<https://www.star-telegram.com/opinion/opn-columns-blogs/other-voices/article214199699.html>

City gives urbanism a shot with market

Incubator helps small businesses get their start, boost community

July 5, 2018
By ARREN KIMBEL-SANNIT
Dallas News

DESOTO – It is impossible to find a vegan restaurant in DeSoto.

Normally omniscient Google isn't much help — a search throws up a Cracker Barrel off Interstate 35E, a Subway, a strip mall Chinese joint that also serves pizza. Not exactly vegan.

But that's set to change when 26-year-old James McGee soft-opens his vegan smoothie bar and eatery this week. McGee is one of several business owners renting small, 300- or 400-square-foot spaces in the DeSoto Market Place, a sprawling 1960s building that used to house an Ace Hardware in a strip mall off Belt Line Road.

The 26,000-square-foot marketplace is the storefront of the Grow DeSoto business incubator, the brainchild of southern Dallas County native Monte Anderson and the De- Soto Economic Development Corp. Their mandate is to create a space where small-business owners can get their start, contribute to the community and turn a profit.

Both Anderson and the EDC have money on the line, and while DeSoto is more affluent than other southern Dallas County cities, it's tricky forming an urbanist oasis in an area that lacks public transit and with roads that a city report called "hostile to pedestrians."

The marketplace has capacity for about 60 businesses, including a line of restaurant spaces in the front of the building, dozens of stalls in the center of the market, and office and coworking spaces in the back.

The tenants, many of whom are young, black and new to business ownership, pitch their ideas to the incubator's leaders. So far, there's a bakery, a wine-and-painting shop, McGee's restaurant, a clothing store, a skin care clinic and dozens of other microbusinesses and professionals.

If they're selected, they get access to a restaurant or business space, depending on their needs, on-site, with reasonable rent, utilities and construction costs included and access to a marketing consultant paid for by the De- Soto EDC.

Something different

The grand opening isn't slated until August or September, so the space is still rough around the edges in some places and under construction in others. Still, Anderson said he gets 10 walk-ins every day looking for a space for a business idea.

"DeSoto has been asking for something different," Anderson said.

With his swagger, a history as a professional motocross rider and Drake ringtone, Anderson is a people's developer. A die-hard urbanist, preservationist and environmentalist, he came to initial fame for buying and rehabilitating the Belmont Hotel in Oak Cliff, which he later sold, with some of the profits going toward the marketplace.

He was involved with rehabbing the Texas Theatre and owns at least 30 properties across Bishop Arts, Oak Cliff and southern Dallas County. He's also a contender to operate Fair Park, South Dallas' infamously beleaguered expo space.

Anderson is also a founder of the local Congress for the New Urbanism chapter. So it's no shock that he's seeking to bring that philosophy to the marketplace project.

DeSoto has, in fact, asked for something like this. A 2011 study gauging the need for public transit in the city proposed several urban planning initiatives flavored with urbanist philosophy as ways to stimulate economic activity in the city's core.

These include developing a "cohesive, welcoming pedestrian environment" in the town center and the creation of public spaces conducive to retail and business.

The study concludes that redeveloping certain "catalyst" areas in the city as destinations for retail, residential, commercial and community activity will bolster business and extend DeSoto's reach in the regional economy.

DeSoto has a relatively high median household income (\$60,350) and low poverty rate (11.8 percent). Over the years, the city has attracted a predominantly black middle-class population.

This is the city's first experiment with urbanism. It helps that Anderson has a similar development in Oak Cliff called Tyler Station, a mixed-used commercial and retail space in a warehouse next to the Tyler/Vernon DART station. But that neighborhood has rail access, shade coverage and more walkable streets, said Rik Adamski, president of the Congress for the New Urbanism North Texas chapter and a consultant on the DeSoto project.

DeSoto is not as fortunate, and the lack of reliable transit or pedestrian infrastructure there means that Anderson will need to divorce urbanism from its usual association with transit connectivity and create a standalone urban environment accessible by car.

Necessary to the success of the project is a sense of community buy-in, said Lisa Neergaard, a senior policy manager with Building Community Workshop, a Texas-based urban planning and design nonprofit.

Anderson needs to keep residents and city government aware of his progress, but he also needs to ensure that the marketplace addresses real community needs — both through the types of products and services they offer and through setting price points affordable for the neighborhood's residents, Neergaard said.

And there's the risk of urban environments creating greater congestion and density, which some residents may not like, she said.

Subsidy and success

Anderson owns the building, but he said the marketplace wouldn't be possible without subsidy and support from the EDC. The corporation paid for many of the interior renovations and master-leases the space from Anderson, who also owns the surrounding strip.

The corporation, funded partly by sales tax revenue, has so far contributed \$260,000 toward the project. The city of De- Soto pitched in \$125,000.

Once it gets paid back, Anderson and the EDC will split the profits. “Our goal is to nurture these businesses and make them profitable so that in a couple of years they are successful enough to move into a larger location inside the Hampton Redevelopment District, which will create new job opportunities for our community,” said Joe Newman, CEO of the DeSoto EDC. “We don’t view this as a money-making venture, but we do hope to break even soon.”

And while the incubator is, in a sense, government-subsidized, its mission isn’t to bail out flagging businesses.

“We know people will fail; there’s no doubt about it,” Newman said. “What we can do is we can advertise, and we can offer advice and we can lease these spaces out dirt cheap.”

The EDC usually courts large-scale industrial and commercial developments. These businesses bring jobs to DeSoto, but not much in the way of livability.

The city has also faced a problem with retail leakage, Newman said, meaning locals are spending more than DeSoto businesses are pulling in — the implication being that residents are spending money in other towns or in Dallas.

“We’re trying to make [the businesses here] unique, something you can’t find anywhere else,” Newman said.

Businesses like James McGee’s Peace. Love. & Eatz, which offers smoothies, fruit bowls and falafel. He lost 100 pounds by adopting a healthy, meatless diet, and figured he could turn his methodology into a business.

“There’s not an option to eat healthy in DeSoto, at least nothing affordable,” McGee said. “If people start eating better, they’ll start feeling better.”

He heard about the incubator through the EDC and struck a deal with Anderson not long after.

McGee put \$26,000 of his own money toward starting his smoothie shop.

Between this project and Tyler Station, Anderson is carrying the torch for budding entrepreneurs and businesses southwest of the Trinity River.

His primary duty at the incubator is to help business owners from a largely black, out-of-the-way community access the institutional capital and support that rarely makes it this far south.

“The way that I can help [the business owners] is to show them the secret handshake, show them what bankers are looking for,” Anderson said.

He can’t guarantee success.

But it’s a start, and being a business owner, especially in southern Dallas County, is not a clean, easy process — much like a sign just inside the front door of the market reads: “Pardon our mess as budding entrepreneurs move in.”

More blame, more delays as hike-and-bike side of Dallas' newest Calatrava bridge remains closed

July 4, 2018

Written by Robert Wilonsky, City Columnist
Dallas Morning News

Pedestrians and pedalists should be using the Margaret McDermott Bridge by now, as "mid-2017" — the originally announced opening date — has morphed into mid-2018. But now it's not clear when that side of the bridge over the Trinity River will open.

In January it was revealed there has been a long-running multi-agency dispute over the hike-and-bike portion of the \$115 million bridge, where a system anchoring the arches' cables to the bridge has been damaged by high winds. A fix was thought to be on the horizon just six months ago. No longer.

That's according to letters Dallas' city manager sent to the City Council, which offer fresh insight into the ongoing back-and-forth among city staff, the Texas Department of Transportation and the supervising engineering firm tasked with finding a fix.

The problem, according to the letters: There isn't one. Not right now, and not in the foreseeable future.

According to the letter T.C. Broadnax sent to council last week, the cable anchor system connecting architect Santiago Calatrava's arches to the base of the pier-and-beam concrete bridge over the Trinity continues to show signs of "premature fatigue" — which is to say, they keep failing. And, Broadnax writes, "remedies to date have failed to remedy the vibrations," even with the use of dampers, or weights, that have lessened the wind's impact but not eliminated it altogether.

Huitt-Zollars, the supervising engineering firm, told the city in a letter dated May 25 that there are two possible fixes — or "cable system retrofit alternatives," according to Broadnax — that might resolve the vibration issues. One, the firm said, involves replacing rods and sockets connecting the arches to the bridge.

The other involves replacing the entire cable assembly — and, essentially, starting over.

Both were recommended after the bridge's design team, which includes Calatrava, brought in an independent third-party engineer over the spring to study the problem.

But no one can guarantee those solutions will extend the life of the anchorage system connecting the cables to the bridge. And the city wants Huitt-Zollars to recommend one of the two fixes, which it has not, even after several discussions held last month.

Regardless, Broadnax writes, "it is clear that the two alternatives require additional testing to verify that the solution will resolve the identified issues prior to full implementation. Not only will this further delay completion, it raises the possibility that either of the suggested proposals may fail the testing as well. This could potentially continue the delays we have experienced and more solutions may need to be explored."

A Dallas spokesperson said Tuesday the city is hoping for a path forward by Friday.

When reached Tuesday morning, engineer Charles Quade, Huitt-Zollars' vice president, referred all questions to the city.

Broadnax was not immediately available for comment. Neither was Sarah Standifer, the director of Trinity Watershed Management Department and the city's point person in discussions with Huitt-Zollars.

In a letter to Quade dated June 25, Standifer wrote that she, too, was concerned that the two proposed solutions were unproven fixes. Furthermore, Standifer wrote, "the frequent inspection and potential replacement of cable dampers exposes the city to undue risks and financial burden."

So far, according to a city spokesperson, it has cost more than \$220,000 to test possible solutions to the problem. The funds came from a deduction from Calatrava's contract as well as from private sources. Calatrava has also paid for a wind-tunnel expert to test and monitor the site. It's unclear who will pay for the ultimate solution or how much it will cost.

Lee Kleinman, chair of the council's Mobility Solutions, Infrastructure & Sustainability, said Tuesday that "this a pretty major problem, and the cost has to be in the millions, I would guess."

The McDermott Bridge, the second and final Calatrava bridge of three once planned over the Trinity, was part of TxDOT's \$818 million Horseshoe Project, which, in part, widened Interstates 30 and 35E near downtown Dallas. Installation of the steel arches was completed in 2017, after vehicular traffic began using the new I-30 bridge.

The bridge was scaled back from its original design — from four arches to two — to save money. But the bike-and-hike component has long been considered one of the bridge's main selling points: At the bridge's groundbreaking in June 2013, philanthropist and then-Trinity Trust Foundation chair Mary McDermott Cook told a gathering that "what Santiago and Tina Calatrava have given us is a hike and bike trail."

But according to initial reporting in the Dallas Observer earlier this year, by September 2016 it was clear all was not well: In a letter, Huitt-Zollars told TxDOT officials that Dallas City Hall and the construction contractor decided to skip stress-testing the cables to save money — around \$30,000. Thus began several rounds of finger-pointing and blame-gaming.

A TxDOT spokeswoman had previously characterized the issue as relatively minor, and as recently as January, officials had hoped for a March opening. But the agency had no comment Tuesday on the latest letters, referring to the latest round of finger-pointing as "a matter between the city and the city's engineer."

Kleinman, who may bring this to his committee in the fall, said the agencies can figure out later who's to blame.

"What's upsetting to me is that we built this thing, and now we can't use it," he said. "And we don't have a solution so we can get this up and running."

<https://www.dallasnews.com/news/dallas-city-council/2018/07/03/blame-delays-hike-bike-side-dallas-newest-calatrava-bridge-remains-closed>

Weatherford exploring development changes in ETJs

July 2, 2018
By Christin Coyne
Weatherford Democrat

The city of Weatherford is considering changing its policies on future development and extension of utilities into its extraterritorial jurisdiction to keep rural areas rural and encourage urban areas and annexation in other locations.

City staff last week proposed the city council change the rules on what types of development can go where just outside city limits because of the likelihood that Parker County voters in November will ban involuntary annexation within the city's ETJ.

Within the city's ETJ, which stretches two miles from city limits, Weatherford has subdivision authority, Director of Planning and Development Craig Farmer said.

Under the new plan, Weatherford would identify areas where the city wants to encourage development under strict guidelines and with a plan to add the area to the city in the next several decades while the city encourages other areas to stay rural as it wouldn't be cost effective for the city to provide utilities or other services.

"Before 2017 and this most recent legislature, generally ETJs were considered cities' future growth area," Farmer said. "Nobody else could encroach on it. It was going to become the city. And the State of Texas and counties actually expected cities to solve problems. They wanted us to plan for them. Lay out the road systems."

Texas' system is unique, Farmer said, adding that in other states, counties have planning, zoning and building permit authority rather than the cities.

"So the legislature years ago gave cities what's called ETJ authority over the subdivisions and so we look at plats for roads and utilities but we don't require building permits," Farmer said. "And in the past, not only did cities annex areas to grow, quite often they were expected to annex areas and solve the problems."

In Parker County, approximately 40,000 of 125,000 residents live in a city.

"In 20 years, however, we will be an urban county," Farmer said. "We're rural now. The Walsh Ranch by itself is going to add 50,000 people so that's going to change some of those numbers. You have the other large developments towards Fort Worth that are going to add to that."

The county is facing some issues that will need solving in coming years, Farmer said.

"Also the reports are that wells in some parts of the county are losing capacity," Farmer said, adding that Weatherford has the largest, most dependable water supply in the county.

Farmer said information he obtained from the Upper Trinity Groundwater Conservation District show Parker County has been the county drilling the most wells in the state for a number of years.

"Generally some of the wells are not producing as much and are limited," Farmer said. "Others have the potential of going dry at some point."

While the city encompasses about 29 square miles currently, its ETJ covers about 180 square miles, Farmer said.

In many areas of Weatherford's ETJ where houses are spaced further apart, the city would often recommend exceptions to requirements to tie into Weatherford's water and wastewater utilities.

"So one of the issues that we have with the general plan is we're having to plan for this huge area and a lot of it has residential subdivisions in it up against city limits and how do we balance the issues of extending roadways and everything else to these planning areas," Farmer said.

The city's general plan provides guidance for the city's planning process, including creating an urban policy boundary in the ETJ.

"It's a policy line that we think that beyond that probably won't develop within our planning horizon but within it probably will and would be coming into the city," Farmer said. "So it's not a permanently fixed or legal line. This policy line divides the ETJ either into urban areas that we think will be utilizing city services and coming into the city or rural areas that are not planned to come in within the planning horizon."

The city's utility and road planning departments have to predict what it's going to take to serve those areas, Farmer said.

"Inside that UPB (urban policy boundary), we talked about having urban standards and it would be future city," Farmer said. "Outside it would be rural standards and county."

The city believes it could see 145,000 people by 2050 or 2060 inside the urban policy boundary.

"We'd plan and size our future utilities and roadways for urban development," Farmer said. "We'd encourage urban development policies and waivers but still there may some ag or rural that remains. You can't really force people to develop."

"We'd use developer agreements to allow some ag properties and homeowners to delay annexation while they work with us to make things happen."

Uniquely, the city would OK leaving enclaves or pockets if developed properties don't meet those policies.

"It's going to cost us too much to try to serve them," Farmer said. "We just work around them. If they want to come in, we'll work with them. If they want to stay out, we'll leave them out."

To create the policy, the city would need to amend its subdivision ordinance.

Outside the UPB, the city would rely on the county or state to maintain rural roads and drainage and use county standards as a requirement so they wouldn't have to size utility lines or roadways or do special studies and would discourage urban development, Farmer said.

Council member Heidi Wilder said she likes the way the plan is designed.

"I guess that we need to really make sure that our policy reflects what we want to do in areas where we want them to stay rural because it's not cost beneficial for us to – we might be able to get it (utilities) out there, but it's the long term maintenance costs that I'm trying to account for," Wilder said.

http://www.weatherforddemocrat.com/news/local_news/city-exploring-development-changes-in-etjs/article_23149d10-7db9-55d3-b67e-a0f85e1b3762.html

Can Dallas Become a Bike City?

There is evidence out there to show it's possible.

July 5, 2018
By Peter Simek
D Magazine

Earlier this year, Councilman Philip Kingston proposed the city earmark upwards of \$2 million each year to create new cycling infrastructure. The move comes in the wake of Dallas' great bike-share experiment, during which numerous start-up companies flooded Dallas streets with tens of thousands of rentable, dockless bikes, to decidedly mixed reviews. Those bikes—which some see as an eyesore, while others see as a glaring indicator of the lack of adequate infrastructure for bikes—have raised the question of whether Dallas is a city that can support or embrace a bike commuting culture.

There are obvious challenges. Dallas is a big, spread-out, post-auto city whose streets are designed for cars and whose neighborhoods prize the easy convenience of low-density, single-family home neighborhoods over the dense, mixed-use communities that best support pedestrian and bicycle mobility. But that doesn't mean that Dallas can't become more amenable to bicycles. Copenhagen was transformed in a decade from a car-commuter city to the poster child for bikeable urban living. All it took was some vision, ardent grass-roots support and activism, and some smart public investment. And while Dallas can't—and shouldn't—become Copenhagen, the example shows that dramatic changes in behavior around transportation are possible in a relatively short period of time.

Certainly, plenty of people already use their bikes to get to work or get around town. If you head to White Rock Lake on any given Saturday, you'll notice an avid cycling community. And the anecdotal evidence of the early days of the bike share onslaught suggest that more people would cycle if they had the opportunity. Dallas may not be as far off as it might seem from fully embracing bikes as a practical means of transit.

Getting to a place where more people see bicycles as a viable way to get around will require better infrastructure, and a \$2 million investment in bike lanes and other connective tissue is the right response to some of the problems introduced by the bike share companies. Would the bikes be such an eyesore to some if there were enough places to park them? What would happen if bicyclists felt safe on roadways, protected from vehicles? But the \$2 million should be a first step toward a wider embrace of the two-wheeler as a viable (not to mention environmentally, healthily, and civically beneficial) means of transit—even in sprawling Dallas.

Here are a few ways Dallas can better adopt to bikes.

Better bike infrastructure

Bike infrastructure doesn't just mean bike lanes, though expanding Dallas' network of bike lanes—and protected bike lanes in particular—should be a top mobility priority for the city. There are other public investments that can be made, including increased signage, signals, and more bicycle stands. Dallas has a backlog of street maintenance, and there is a glaring need to invest in street improvements over the coming decade. These renovations should be made with bicycles in mind. Taper rounded corners and narrow streets to slow traffic. Move on-street parking out from the curb to provide a buffer for new bike lanes in between parked cars and sidewalks. Quieted urban streets move auto traffic slowly, but efficiently, while better

accommodating bikes and pedestrians. All street improvements should strive to meet that level of service.

Improve information Sharing Among Bike Share Companies

It is too early in the bike sharing experiment to over-regulate their operations. The market will eventually thin the field, and improvements in infrastructure will go longer in the effort to clarify their operations. But information about bike share usage should be shared with the city to help direct investments in infrastructure.

Think of it this way: the venture capital-funded bike-share glut is essentially a massive research project in potential bike usage in Dallas. The ways in which those two-wheelers are being used will help show where bikes are most useful, what kinds of trips they are being used for, and what areas of town will respond best to early investments in new infrastructure. For example, if the bike share companies know that lots of riders take bikes from downtown into specific parts of nearby neighborhoods—South Dallas, Cedars, Uptown, Deep Ellum—then allocating funds to create lanes to those neighborhoods is a way to respond to behavior.

Expand Bike Ownership

Some people say they don't see anyone using the bike share bikes. It may be merely anecdotal, but I see a lot of people using them. I see children riding on them. I see them left in parks. I see them being used by people after a bus ride. I see homeless people riding them. This kind of usage suggests that there are people in Dallas who would use bikes and would benefit from having access to bicycles who may not be able to afford one.

Perhaps a local charity or community organization could partner with a bicycle manufacturer and/or a local bike shop to create a way to expand bicycle ownership to those who may not be able to afford a bike. One of the best ways to make streets safer for bicycles is to help get more people out on streets on bikes. Alex Macon explored this very thing a few weeks ago.

Activate the Bike Advocates

Oak Cliff has been the incubator of Dallas' bike advocacy movement. The Oak Cliff bikers organize group rides, like the annual tweed rides; push for more infrastructure; and have helped raise the volume of the conversation around cycling in Dallas. But bike advocacy doesn't need to be limited to those who harbor a bizarre affinity for expressive facial hair or affected antiquated fashion tropes.

Organized group rides are a great way to get more people on bikes on the streets, and more people on bikes on the streets help make streets safer for bicyclists. One-off events can also help promote and expand bicycle usage. Neighborhood organizations can organize community rides, bike-to-school days, community events that incorporate cycling, or bicycle safety patrols. Businesses can also get in on the action, promoting bike-to-work days and perhaps relaxing dress code on certain days to accommodate bike commuters.

Some of these things are already happening, but there could be a lot more of it. And the most die-hard bike-lovers need not limit their efforts to their own neighborhoods, like Oak Cliff. Get out of your hood and help bike-activate adjacent neighborhoods. The best way to make streets safe for bikes is to get more bikes out on the streets.

Improve Dallas Area Rapid Transit Bus Routing

One of the largest challenges to making Dallas more bikeable is the scale of the city. In Dallas, destinations are really far apart, and biking can be an impractical way to get around both in terms of speed and sweat. One way to shrink the distance between bikeable areas is to better integrate public transit.

Right now, DART's bus routes are convoluted, unintelligible, and often redundant. Introducing a more regular, legible, and reliable DART bus system could go a long way toward making bicycle commuting more possible for more people. Bikes can also play a large role in solving the "last mile" challenge with most public transit commutes. Improving mobility shouldn't be approached in silos—making Dallas more bikeable also means making it more accessible through transit.

Identify Bikeable Zones and Focus Investment and Attention on Them

Not everywhere in Dallas is going to be a bicycle Shangri-La. It doesn't need to be. The city is too big, diverse, and dynamic for that. But there are areas in the city that should be more bikeable and are underrealized. Early investments in new infrastructure should be directed to where they will be most productive, particularly in denser neighborhoods or communities that retain the older street grid, which tends to better link residential and commercial districts. Oak Cliff showed that a few active and ardent bike supporters can help push for improvements like bike lanes and increased bike racks.

There are plenty of other neighborhoods around Dallas that could benefit from similar improvements and activism. And just as mobility will only be improved by addressing bicycling infrastructure alongside public transit, street improvements, pedestrian safety, and a more-integrated street network, making Dallas more amenable to bicycles will also require long-range planning objectives like promoting the development of denser neighborhoods defined by a diversity of uses and incomes.

<https://www.dmagazine.com/frontburner/2018/07/can-dallas-become-a-bike-city/>

Editorial: Dallas scoots forward with smart but light regulation of dockless bikes and motorized scooters

July 5, 2018
Dallas Morning News

When the arrival of new technology disrupts the ordinary flow of things, it can be tempting to sit on the sidelines and wait till all the possible hiccups are burped out before fully embracing what's new.

We're glad that's not what happened in Dallas despite the concerns about the growing fleets of brightly colored dockless bikes scattered across the city's sidewalks — and sometimes in bushes, lakes and parking lots. As complaints rose, Dallas officials listened but were careful not to overreact. They wisely wanted to give the companies a fair chance to sort out what kind of investment they could sustain and to allow pedestrians to decide whether rental bikes would be useful once the novelty wore off.

Almost a year into the experiment, Dallas has pronounced the bikes a success. By a unanimous vote in its last meeting before the July break, the City Council approved rules of the road for the companies and riders alike. The rules should make the experience better for the riders, the companies and everyone who so far has found the bikes an annoying eyesore.

Companies are now required to pay for a permit to deploy the bikes in the city, maintain insurance, post a bond and regularly sort the fleets of bikes to keep them more orderly.

Riders have some rules, too. For example, the bikes may not be ridden on downtown sidewalks.

The even bigger leap came when the council voted nine to five to allow companies to also deploy fleets of motorized scooters. This experiment will end after six months, unless the council acts to continue it.

North Texas has spent billions to stitch together communities through public transit, toll roads and highway expansions. In too many neighborhoods, though, the choice for folks who aren't driving themselves is either a long wait for transit or a long walk.

Bikes and motorized scooters will offer a new choice for those who need to go only a short distance. That's smart work, Dallas.

<https://www.dallasnews.com/opinion/editorials/2018/07/05/dallas-scoots-forward-smart-light-regulation-dockless-bikes-andmotorized-scooters>

Editorial: How you can help build a deck park with the power to transform Oak Cliff

July 5, 2018
Dallas Morning News

Concrete highway canyons and economic disparities have long plagued Dallas — and sometimes the two go hand in hand.

That's why the new deck park planned for Interstate 35E just south of downtown holds such promise. Known as the Southern Gateway Public Green, this 5.5-acre park is an opportunity to unite the eastern and western pieces of Oak Cliff. In addition to providing green space and recreational activities, the park would connect the Dallas Zoo and surrounding neighborhoods — many of them struggling — with the fast-developing Jefferson Boulevard and other parts of successful North Oak Cliff.

The Southern Gateway deck park could do wonders for the area's economically starved neighborhoods. Consider that within a one-mile radius of this project, median household income is nearly \$14,000 less than the citywide average of \$46,644 and household net worth is only about half of the city median of \$24,029. Not only is there a lack of restaurants and amenities on the eastern side of the planned park, but many neighborhoods are beaten down by drug houses and other crime.

The funding for the foundation of the deck park is already in place: Regional transportation officials have committed \$40 million as part of the Southern Gateway highway redevelopment project; Dallas has committed about \$7 million in bond money to the project.

City leaders now are counting on Dallas' philanthropic community for the \$32 million in private funds needed to build out the park itself. Formal fundraising gets under way in the fall for this worthy endeavor.

Dallas attorney Mike Gruber, who heads the project, calls it "a park with a purpose." Expected to be completed in 2022, the Southern Gateway Public Green will not only have the recreational features that you might expect of a park, but also will include community health resources, education programs and restaurants, wellness and education programs.

The changes that are sure to come with this project must be managed wisely. So it's good news that deck park leadership is committed to improving the neighborhoods around the green space — seeking to improve housing, streets and sidewalks while reducing crime and blight in the area.

The park team is meeting with residents, nonprofits and faith leaders to determine how to equitably improve the area without pushing out longtime residents to the forces of gentrification. Paul Carden, a commercial real estate developer who grew up in Oak Cliff and a member of the deck park committee, says it well: "It's more akin to trying to steer the river (of development) close enough that it waters the fields, but not so much that it floods them."

Dallas is a generous place, made up of well-heeled philanthropists and other concerned residents who care deeply about the city's future. For Dallas to prosper, the city needs to lift up traditionally neglected neighborhoods. The deck park project is a transformational opportunity that is worthy of all our support.

Up next for TxDOT: A \$1.2 billion, three-highway project in Tarrant County

July 7, 2018
Written by Ray Leszcynski, Communities
Dallas Morning News

Southern Tarrant County is among the next pressure points to be addressed by the Texas Department of Transportation as the agency begins tackling improvements to a three-freeway interchange in its \$1.2 billion Southeast Connector project.

U.S. Highway 287, Interstate 20 and Interstate 820 routes were designed to circumvent the nearly 2,000-acre Lake Arlington, which was created in the late 1950s as a water supply for the city of Arlington.

But the surroundings were rural 60 years ago, and the road designs haven't held up as the best way to accommodate the 250,000 vehicles that use the interchange each day. For instance, U.S. 287 merges into the right-hand side of I-820 out of Fort Worth, but it's a left-hand exit to stay on U.S. 287 as it joins I-20 and then another crossing of lanes to continue on U.S. 287 into Kennedale.

Eliminating that weaving and the left-hand exits are atop TxDOT's goals in the effort to improve mobility and safety via the Southeast Connector.

TxDOT is conducting a study to determine if it needs additional right of way for the project. Proposed improvements to be evaluated will include additional main lanes, reversible express or managed lanes, ramp adjustments, frontage road intersection improvements, and bicycle and pedestrian accommodations.

TxDOT will kick off the public input phase of the process with an open house from 6 to 8 p.m. July 19 at Dunbar High School, 5700 Ramey Ave. in Fort Worth.

TxDOT is considering a combined 16 miles of improvements. The Southeast Connector is identified as I-20 from Forest Hill Drive to Park Springs Boulevard, I-820 from I-20 to Brentwood Stair Road, and U.S. 287 from Bishop Street to Sublett Road.

"There is certainly broad support among stakeholders and fellow agencies and cities," said TxDOT spokesman Val Lopez. "Everyone realizes this is a need."

About two-thirds of the project's funding has already been secured, according to the North Central Texas Council of Governments. The public input process — comments can also be submitted to southeastconnector@txdot.gov — is part of the ongoing environmental clearance stage.

NCTCOG stated Friday that the project could go out for bids in fall 2021, meaning construction could start in 2022.

Growth is expected to continue to the south along U.S. 287, through booming Mansfield, southern Grand Prairie, Midlothian, Waxahachie and Ennis. Planners predict traffic in the interchange with I-20 and I-820 will intensify to nearly 400,000 vehicles a day by 2040.

The area south of I-20 got a north-south connector to Arlington when the 360 Tollway opened in May. However, the diagonal path to Fort Worth remains to be fortified.

U.S. 287 is a divided highway with crossroads and still-rural swaths within Tarrant County. The Mobility 2045 plan recently passed by the Regional Transportation Council calls for the road to be built out to become a full-fledged freeway from the interchange to an overpass in southern Mansfield that recently opened in conjunction with the 360 Tollway project.

Improvements to I-820 from north of the Southeast Connector project all the way to Interstate 35W are also in the Mobility 2045 plan.

<https://www.dallasnews.com/news/transportation/2018/07/06/txdot-turns-focus-southeast-connector-three-highway-12-billion-fix-tarrant-county>

Dallas to Fort Worth in 7 minutes? Local transportation officials consider futuristic travel by hyperloop

July 11, 2018

Written by Melissa Repko, Staff Writer
Dallas Morning News

Local transportation officials are looking at ways to speed the Dallas-Fort Worth region into the future. And they're considering hyperloop, a high-tech system that would shuttle passengers through a low-pressure tube.

The Regional Transportation Council announced Wednesday that it will consider the feasibility of a hyperloop as a way to connect Dallas, Fort Worth and Arlington. The group is made up of 44 elected and appointed officials that choose funding priorities. It has been in discussions with Virgin Hyperloop One, a Los Angeles-based company that has a test track in Nevada.

"Whatever we build will be around for 100 years, so we need to consider it [a hyperloop system] as we move forward and let the process decide if it's the best way to move or not," said Michael Morris, transportation director for the North Central Texas Council of Governments.

The regional group has been exploring solutions that would speed up trips between Dallas and Fort Worth and boost economic activity. It plans to hire consultants later this year to evaluate hyperloop and high-speed rail and compare them based on a variety of factors, such as noise, vibration and potential ridership. The study, called an environmental impact statement, will cost about \$5 million and take two to three years to complete, Morris said.

A hyperloop system that carries passengers isn't a reality yet — but that hasn't kept companies and transportation officials from imagining a time when long commutes and trips to a sports arena or a restaurant in another city could take only a few minutes.

A computer model by Virgin Hyperloop One estimated that a trip between downtown Dallas and downtown Fort Worth would take about 6 minutes and 20 seconds by hyperloop with passengers cruising at about 360 miles per hour.

A hyperloop would be just the latest futuristic transportation experiment in the Dallas area. Uber chose Dallas as one of the first cities to test a new on-demand air taxi service with flight demonstrations expected in 2020. Arlington offers a free autonomous shuttle service for visitors to its entertainment district. Frisco teamed up with Silicon Valley-based Drive.ai to start a self-driving car service for office workers later this month. Another company, Texas Central Partners, is developing a bullet train from Dallas to Houston.

In addition to that, the city of Dallas has become a laboratory and battleground for numerous bike-share and electric scooter companies.

Hyperloop could make it possible to travel at the speed of an airplane, but in a tube that is underground or above ground like an elevated train. The low-pressure environment of the tube creates less drag, so pods can travel at higher speeds and use less energy. Passengers would travel in levitating pods with seating that is similar to a plane or train.

The concept of a hyperloop has been championed by tech billionaire Elon Musk, who wrote a white paper that galvanized engineers and transit innovators. It also inspired the start of Hyperloop One.

Hyperloop One got a new name and infusion of funding last year from the Virgin Group and its founder Richard Branson.

Texas was already on the company's radar. Last fall, it included a Texas route on its short list of potential hyperloop sites. The proposed route of approximately 640 miles, dubbed the Texas Triangle, would connect Dallas-Fort Worth to Austin, Houston, San Antonio and Laredo. The proposal was submitted by engineering firm AECOM.

Dan Katz, Virgin Hyperloop One's director of North American projects, said the company began talking to North Texas officials because of the proposal. He said the Dallas-Fort Worth hyperloop route could be the first phase of a larger, statewide project.

The company has a test track in a desert area of North Las Vegas that has reached speeds of nearly 240 miles per hour, Katz said. So far, it has been tested without passengers. The company's technology aims to reach about 600 miles per hour with a longer runway, he said.

Katz said Virgin Hyperloop One plans to build its first hyperloop system in the early 2020s and may start by moving cargo. He said it's discussing hyperloop projects in Colorado, Missouri and Ohio, along with North Texas.

Morris traveled to Nevada to see the test track and met with the company's engineers in Los Angeles. He said he and other regional officials want Dallas-Fort Worth to "have a reputation as a technology center and a region of choice." That means planning for a future with many modes of travel, from bike lanes and pedestrian-friendly streets to potentially, autonomous vehicles and the hyperloop, he said.

But first hyperloop technology must overcome its own hurdles. Companies must build a system that is safe, reliable and financially feasible, said Christian Claudel, an assistant professor of transportation and civil engineering at the University of Texas at Austin. He advises a team of college students competing in a hyperloop contest that is sponsored by SpaceX.

"I'm really optimistic and excited by the technology, but frankly as a transportation professor I think there are a lot of things to work on before it becomes a transportation system," he said.

Among the hurdles, he said, hyperloop must be able to safely move people in such a low-pressure tube. If pressure drops in the cabin of an airplane, passengers can put on oxygen masks and the pilot can quickly guide the plane to a lower altitude. If it drops in the low-pressure tube, he said, an oxygen mask wouldn't provide enough air for passengers.

He said he anticipates that the hyperloop will develop incrementally and test its safety and reliability by testing freight.

"It will be a huge development with many, many steps before we reach a functional system," he said. "I don't think we'll wake up one day and miraculously have a functioning hyperloop."

<https://www.dallasnews.com/business/technology/2018/07/11/step-closer-high-speed-levitating-pods-dallas-fort-worth-transportation-officials-consider-hyperloop>

Booming UT-Dallas adds transit-style housing to its mix; the trains can come later

July 12, 2018

Written by Ray Leszcynski, Communities
Dallas Morning News

RICHARDSON -- The University of Texas at Dallas isn't waiting for a train.

Near the planned UTD stop along the prospective \$1.1 billion Cotton Belt commuter rail line, apartments with ground-floor retail are now open. Thai food and bubble tea are already here, even though the train won't be until at least 2022.

Mixed-use spots near train stops such as UTD's Northside -- think Mockingbird Station, the vaunted model for transit-oriented developments -- usually come only after DART rail has arrived.

But Northside came first because it represents a convergence of DART's, Richardson's and UTD's interests. DART wants to expand its 93-mile rail system and sees UTD as a prime stop. UTD, once a commuter-centric school, has spent recent years trying to become a more walkable campus with a more vibrant culture.

And Richardson Assistant City Manager Cliff Miller said the goal of the development will also "serve as a regional commercial destination for companies looking to locate next to the tech-oriented research occurring on campus."

"Today, you see the first components of the plan coming together," Miller said. "The eventual connection of DART's Cotton Belt Station will create a signature destination where students, research, urban housing, commercial office and retail will have a focal point in Richardson, creating an atmosphere unlike anywhere else in the Metroplex."

All the while, UTD and Richardson are saving undeveloped acreage nearest the planned station to lure an even larger transit-oriented development anchored by a corporate giant like Amazon.

Calvin Jamison, vice president of facilities and economic development at UTD, said the university's goal is to serve as "a catalyst and economic engine in order to support the entire region because of the intellectual capital that we have on this campus."

When the Cotton Belt arrives at UTD's northern end, the train will connect the campus to job centers in Plano, Richardson, Addison, Carrollton, Dallas' new Cypress Waters development and DFW International Airport.

The UTD Station will also be one stop away from Richardson's CityLine, a north-south light rail connection to the rest of the DART system. Jamison said UTD has gone from no bus service in 2008 to hundreds of riders each day -- mostly on the connector route from CityLine.

The value of the entire \$1.1 billion Cotton Belt line -- most of the funding will come from a federal loan -- has been hotly debated in recent years. Some residents along the line have tried to fight it. And some Dallas officials have questioned whether the ridership numbers justify the train line and want the transit agency to focus its time and money instead on a downtown Dallas

subway and an overhaul of bus service. The Dallas City Council even replaced DART board members that supported the Cotton Belt.

The DART board is moving forward with the subway and the bus plan, too. Recently, they have discussed sound mitigation and traffic intersections to help address residents' concerns. The board is also weighing whether to eliminate two of the planned stops -- at Preston and Coit Roads -- in the city of Dallas, where council members have supported the eliminations.

That will make the stop at UTD more important to the line, which the city, DART and the university have been planning for since 2009.

The plans fit with the campus' efforts in recent years to create an urban vibe. Before Northside, the university added 3,500 dorm and apartment beds, 10,000 parking spaces and three parking garages.

As the campus has grown, UTD has tried to maintain a maximum 10-minute walking distance between on-campus destinations while adding 6,000 trees and five reflecting pools -- a stark contrast with the open prairie look of the university's first 40 years.

And a decade ago, UTD had only five places to eat. Now, it has 23. Ice cream, halal, a Jimmy John's and a couple bars round out the current retail offerings at Northside. Construction crews were working feverishly to have a 7-Eleven open by August.

But Northside is also a gated community with a game room, media room, swimming pool, 24-hour fitness center, dog park and clubhouse. Move-in day for the fall semester is approaching, and staff from property manager Balfour Beatty were staying busy with tours and applications.

Senior psychology major Jeff Gilfoyle, who commutes from his apartment a few miles east of campus, said the transit-oriented development will be good for the university.

"We have so many international students," he said. "I can't imagine most of them having cars. So having that access to the train and DART passes for students helps a lot."

<https://www.dallasnews.com/news/transportation/2018/07/12/booming-ut-dallas-adds-transit-style-housing-mix-trains-can-come-later>

Hate driving U.S. 287 and Texas 360? Here's one bottleneck that's been cleared up

July 12, 2018
By Bill Hanna
Fort Worth Star-Telegram

Mansfield – For commuters headed along U.S. 287, there had been one big roadblock — even after the new 360 Tollway opened in May.

When drivers along U.S. 287 reached the intersection at Texas 360 in Mansfield, they would grind to a halt at a traffic light. The same was true for southbound tollway drivers, trying to head on U.S. 287 toward Midlothian and Waxahachie.

During rush hour, it could easily take a half hour to get through the intersection.

Now that's all changed.

On Monday, the U.S. 287 overpasses over Texas 360 finally opened, meaning drivers no longer have to stop at the busy intersection.

"I, myself, got stuck in it a couple of times going to Houston," said Tarrant County Precinct 2 Commissioner Andy Nguyen, who represents southeastern Tarrant County. "It's going to be good to have that open but it's just part of the growing pains for all the growth we have in that area."

The overpasses, which are actually where Ellis County and Johnson County meet, were another piece of the \$340 million 360 Tollway project that included the main lanes, continuous access roads and main lane bridges, said Texas Department of Transportation spokesman Michael Peters.

Traffic counts along U.S. 287 are 35,500 per day at the Texas 360 intersection. Along Texas 360 south of Interstate 20, traffic counts are 55,000 vehicles per day but are expected to reach 170,000 vehicles by 2030.

The 9.7-mile road toll road was built by the Texas Department of Transportation but is operated by the North Texas Tollway Authority.

Mansfield Mayor David Cook said the opening of the overpasses will greatly reduce gridlock. He ultimately would like to see the flyovers from the 360 Tollway built to connect directly with the U.S. 287 lanes.

"I think the more convenient it is for people using the toll road, the more often it will be utilized," said Cook, who added that he would eventually like to see the toll road extended to U.S. 67.

"That would provide a more direct connect to Interstate 35 and DFW Airport," Cook said.

<https://www.star-telegram.com/news/local/community/arlington/article214685650.html>

All aboard: Developers are betting millions on new Fort Worth to DFW Airport commuter rail line

July 12, 2018

Written by Steve Brown, Real Estate Editor
Dallas Morning News

The first trains won't start rolling with passengers until early next year on Tarrant County's new TexRail.

But real estate developers are already at the stations getting ready for the new commuter rail line.

The 27-mile railway between downtown Fort Worth and DFW International Airport will have more than a half dozen stations. About 8,000 people a day are expected to hitch a ride on the commuter line.

Three of the whistle stops — in historic downtown Grapevine and North Richland Hills — are getting new real estate projects to go along with the trains.

Almost \$250 million in development is in the works and more is planned along the TexRail line.

"It's pretty exciting to see all this happening before we even start the first day of service," said Bob Baulsir, the Trinity Metro transit system senior vice president who is overseeing the TexRail project. "The first week of January, we will kick off our passenger service."

The more than \$1 billion commuter rail project has been in development for several years and is already generating business for the area.

"We've put over 2 million man hours into construction to date," Baulsir said. "Economically, that's a pretty big deal."

The transit-oriented real estate projects that are starting at TexRail stations represent further investment spurred by the regional transportation project. The largest of these is the \$105 million Grapevine Main mixed-use development in downtown Grapevine.

Under construction at Main Street and Dallas Road, the sprawling project includes a five-story rail station building, a six-story, 121-room boutique hotel, a 552-space parking garage and a 38,000-square-foot outdoor event plaza.

"The goal is for it to be a spot for locals and for visitors to come to," said Mark Brooks of hotel firm Coury Hospitality. "It's all part of Grapevine continuing to revitalize."

The Grapevine Main rail station and hotel will be built in the 19th century architecture that the city has embraced with its historic downtown. A "great hall" in the station will offer a combination of shops, dining and beverage venues.

The new hotel will operate as a Marriott Autograph property. The project will open in late 2019 and early 2020.

Brooks said the outdoor plaza at Grapevine Main will be able to accommodate thousands of people for events.

"It will have fountains, public art and opportunities for a stage to make it a venue," he said. "The goal is that there is something happening all the time."

Grapevine city manager Bruno Rumbelow said Grapevine Main is just the start of a redevelopment of the neighborhood around the TexRail station.

"What we believe is you will see that ripple effect that transforms that whole Dallas Road corridor," Rumbelow said. "The planning and zoning commission and the city council are working right now to ensure the area redevelops in a manner that the community is comfortable with."

That means more pedestrian-friendly streets and the addition of new housing within walking distance of the TexRail station.

At two new TexRail stops in North Richland Hills, builders are adding hundreds of new houses, townhomes and apartments.

Hurst-based Our Country Homes is building a townhome and patio home development at the Smithfield Station. The \$27 million project near Main Street and Smithfield Road is called Smithfield Villas and has homes starting at nearly \$270,000.

"It's about a five-minute walk from the TexRail station," said Craig Hulse, North Richland Hills economic development director.

Our Country Homes is also doing a second residential community at the Iron Horse Station in North Richland Hills near Northeast Loop 820.

"We saw the potential of the new rail stations and bought property around there within walking distance," said John Pitstick of Our Country Homes. "They are selling very well."

The 90-home project is about half sold, he said.

"We are excited about this because we have two areas of town that we can reinvent and attract new people to our city and new business," said North Richland Hills' Hulse. "It gives us another chapter in the book we are trying to sell.

"Transportation is very important to attract capital investment in our city."

At the Iron Horse Station alone, developers are spending more than \$70 million on new homes, apartments and planned commercial space.

Arizona apartment builder Wolff Co. plans to start construction later this year on the first of 600 apartments planned at the North Richland Hills rail stop.

Builder Right Quest LLC is also planning apartments there.

Plano-based builder CB Jeni Homes is building more than 90 townhouses near the Iron Horse Station.

"We are going to be able to offer a 1,400-square-foot townhome with two bedrooms in the \$220,000 to \$230,00 range," said CB Jeni's Steve Schermerhorn. "For us to be able to produce a house at that price in that location is fantastic.

"To be in North Richland Hills — two blocks from where the station will be — and provide a townhome where people can easily jump on public transportation and get to downtown Fort Worth and the airport was really appealing to us."

<https://www.dallasnews.com/business/real-estate/2018/07/12/developers-aboardwith-new-north-texas-commuter-rail-line-fort-worth-dfw-airport>

Face-plants aside, Dallas is falling for electric scooters

July 13, 2018

Written by Claire Ballor, Breaking news reporter
Dallas Morning News

On a hot Friday in downtown Dallas, two men wearing suits and carrying briefcases headed out to lunch on Main Street. Not on foot, not in a cab or a shiny black Tahoe, but on wobbly black electric scooters, like boys set free after a long day at school.

Stopping at a red light, they said they were in town from Los Angeles for business, so why not scoot to lunch?

“We use these things all the time in California,” one said before they zoomed silently off with ties and coattails flapping in the wind.

A new era of trendy transportation on tiny wheels has arrived. The Dallas City Council approved a six-month scooter pilot program on June 27, and suddenly people are gliding over hot pavement on thin metal strips.

Those green, yellow and silver bike carcasses lying on street corners? So last year. Who wants to work up a sweat when you can threaten 20 MPH with little more than a flick of the thumb?

Already, scooters - the vehicles and the people on them - have transformed the cityscape. Sweaty pedestrians and drivers circling the block to find parking cast subtle looks of envy at the gliders who buzz around in fleets (scooting seems to be a group activity).

There’s something nostalgic about the whole thing, whether you joined in on the Razor scooter craze of the early 2000s or pushed yourself forward on a Radio Flyer decades earlier. Most everyone has ridden a bike as a grown up, but how many of us have stepped on a scooter since childhood?

These scooters are just as fun as the childhood ones you knew, but there’s a reason why you have to be at least 18 years old to ride them. We’re already seeing accounts of riders bottoming out in potholes and landing face-first on the merciless pavement.

One Dallas woman recently paid \$1.38 for a scooter ride and ended up with thousands of dollars in emergency room bills after taking a tumble over trolley tracks on McKinney Avenue. The casualty count will be a factor when the city decides whether to make scooting permanent.

For what it’s worth, everyone gets a safety warning when signing into the scooter apps. Wear a helmet, the apps say. (Nobody does.) Stay off the sidewalks. (Nope.) Riders are urged to enter the wild territory of Dallas’ roadways, with their distracted drivers and roads undergoing a half-billion dollars in repairs. It’s scary out there for scooter riders.

Even on empty roads, one pothole or patch of uneven bricks can make your teeth feel like they’re going to fall out of your head, shaking you out of the scooter honeymoon phase that had you dreaming of selling your car.

“These things are totally dangerous. I shouldn’t even be on this thing! The potholes, the streets. Dangerous!” shouted a man riding along a downtown sidewalk, his expression a cross between glee and terror.

He was riding the thing on a bet, he said: He and a friend were testing whether it was faster to get across downtown in an Uber or on a scooter.

No doubt the scooter was cheaper. But at \$1 to start and 15 cents for every minute, a Bird scooter can add up quickly. (Lime scooters cost \$1 for every 30 minutes.) “They get you where you need to go,” as Sheila Woolsey, a Garland resident, said before hopping on a scooter in Victory Park, “but they’re a little expensive.”

The cost, the traffic, the ER visits: It’s treacherous out there, but that doesn’t make the ride any less thrilling. And isn’t that just how it goes? The dumbest things we did as kids were always the most fun.

<https://www.dallasnews.com/opinion/commentary/2018/07/13/face-plants-aside-dallas-falling-electric-scooters>

Column: How technology can beat traffic tie ups in North Texas

July 15, 2018
BY JOE RINZEL
Fort Worth Star-Telegram

Though it may not seem like it when you're running late for work, traffic on Fort Worth-area roadways has slightly improved in recent years. A series of innovative public-private partnerships that will deploy new technologies to further ease congestion could make those morning commutes even faster — while positioning Fort Worth and the Dallas metro area as a model for how cities across the country can overcome their own traffic challenges.

According to a recent study, Dallas-Fort Worth had the nation's 10th worst traffic in 2017 — an improvement on its seventh-place ranking in 2016 but still among the 25 cities in the world with the most congestion. And Mayor Betsy Price has already acknowledged that simply continuing to rely on the same outdated modes of transportation will no longer be sufficient to take on surging congestion.

To combat this problem and improve quality of life for residents, policymakers in the Fort Worth metro area are increasingly turning toward partnerships with the private sector to leverage technology and data that create smarter and more efficient traffic patterns that keep more people moving at all times and reduces overall congestion.

Beginning last year, the city of Fort Worth launched a partnership with the traffic crowd-sourcing application Waze, providing municipal leaders with a constant flow of information coming from drivers out on the highway. By becoming the first Texas city to participate in Waze's Connected Citizens Program, Fort Worth is pioneering ways that cities in the area can leverage new technology to develop insights that can help them continuously monitor and redirect traffic around backups.

Meanwhile, the city of Dallas announced a \$9 million partnership with the global communication technology provider Ericsson to analyze traffic data and allow the city to synchronize traffic lights in real time. While these "adaptive signals" will not eradicate Dallas's traffic woes, they will help make vehicles flow more efficiently through the area while reducing congestion and improving travel time reliability.

These are the types innovations that can help elevate Fort Worth and the surrounding Dallas metro area as one of the nation's fastest-developing smart cities, which can unlock new quality-of-life benefits for millions of residents. But this can only be achieved if local policymakers continue exploring creative ways to work with the private sector to harness 21st technology and innovation for the public good.

At a time when some cities are taking a more antagonistic stance against technology companies — just look at San Francisco recently subpoenaing Uber and Lyft over driver pay data — Fort Worth-area policymakers are taking steps to work more closely with tech leaders to identify how they can help improve life for residents.

It's a model for how cities should operate as new technology offers the promise of building smarter and more efficient public infrastructure systems. The partnerships with Waze and Ericsson to improve traffic flow, for instance, represent a roadmap for how other cities can leverage innovation in a way that can provide real, tangible benefits for their communities.

As technology continues to rapidly reshape our world and the way we live, the cities that take action now to work closely with private sector tech leaders will be best prepared for embracing these changes and putting them to work for residents. Policymakers throughout the Fort Worth area are showing how this can be done, and local governments throughout the country should be paying attention.

Joe Rinzel is a spokesperson for Americans for a Modern Economy, a consumer advocacy group focused on modernizing U.S. regulations and laws.

TxDOT to receive \$1.1 billion boost from surging oil business, economy

July 15, 2018
By Ben Wear
Austin American-Statesman

Highlights

- Revenue from Prop 1, which directs oil and gas taxes to TxDOT, is \$800 million above projections this year.
- Meanwhile, a general economic surge will give TxDOT \$300 million more from higher-than-expected sales taxes.
- TxDOT official: Added money will accelerate road projects, but Prop 1 revenue is inherently volatile.

Texas highways will get a \$1.1 billion boost over the next year from the state's vibrant economy, officials say, with much of that additional funding flowing from the booming oil and gas industry.

The added money for the Texas Department of Transportation — generated by taxes dedicated to the agency's highway fund as a result of constitutional amendments passed in recent years — almost certainly will speed up certain highway projects in the near term, said TxDOT's chief financial officer, Brian Ragland. Whether the agency has significantly more money at its disposal over the next decade will depend, he said, on the durability of the economic surge and the energy business' uptick.

"We'll definitely take advantage of this new funding to do projects sooner than we would have," Ragland said in an interview with the American-Statesman. "Does this mean more projects will get done in the long run? I can't say with any certainty because it is so volatile."

According to the Texas comptroller's revenue update for fiscal 2018 and 2019, released Wednesday, TxDOT in November should receive \$1.37 billion under Proposition 1. That constitutional amendment, approved by voters in 2014, directs a portion of oil and gas severance taxes to TxDOT's highway fund, money that otherwise would have gone to the state's rainy day fund.

Combined with the \$734 million that TxDOT received last November, the agency will have received about \$2.1 billion as a result of Proposition 1 during this two-year budget cycle. Under the two-year budget approved by the Legislature last year, TxDOT had been projected to get \$1.3 billion in Proposition 1 funds.

Then there's Proposition 7, the 2015 constitutional amendment that annually brings TxDOT up to \$2.5 billion of Texas sales tax revenue, money that previously went to the state's general fund for other programs. TxDOT receives the maximum of \$2.5 billion only if the state's annual sales tax revenue reaches \$30.5 million.

The Legislature in its 2018-19 budget had projected TxDOT would receive \$4.7 billion from Proposition 7 over those two years. The comptroller now estimates that the agency will get the full \$5 billion, Ragland said.

That amounts to an additional \$800 million from Proposition 1 and \$300 million from Proposition 7 over the next year. Added together, that would represent at least an 8 percent increase in TxDOT's annual budget, which is supported primarily by the gas tax and vehicle registration fees. Since much of TxDOT's budget goes toward maintenance of the existing highway system and other ongoing costs, the added money would have a much greater impact on highway expansion.

Because highway projects take several years to plan, design and construct, agency officials tend to look at a decade-long horizon rather than a yearly one. So the surge in money now, while it will allow construction of some ready-to-go projects to commence sooner than expected, would translate into added roads over that long term only if the growing influx of money from Propositions 1 and 7 continues.

Ragland said a relatively stable flow of money is likely from Proposition 7, given the history of sales tax generation in Texas. In addition, the Proposition 7 amendment could begin to generate even more money for TxDOT during the 2019-20 fiscal year. At that point, a provision of the measure begins to direct vehicle sales tax revenue to TxDOT, provided that stash of money exceeds \$5 billion a year.

Officials are not ready to predict when that threshold will be breached.

As for Proposition 1, its revenue stream for TxDOT must be viewed with caution, Ragland said. The amendment generated \$1.74 billion in its first year, the 2014-15 fiscal year, but oil prices and production slumped over the next couple of years, and TxDOT realized just \$440 million from Proposition 1 in the 2016-17 fiscal year.

In the past two years, though, oil prices have more than doubled, from about \$33 per barrel for West Texas intermediate crude in 2016 to \$74 a barrel last month. Production has continued to surge, from about 3 million barrels a day in 2015 to more than 4.2 million barrels a day in April.

<https://www.mystatesman.com/news/transportation/txdot-receive-billion-boost-from-surginq-oil-business-economy/1Lfi3w8Ds0WVYK3AlokRuJ/>

Wear: Texas' frozen gas tax thawed by Propositions 1 and 7

July 15, 2018
By Ben Wear
Austin American-Statesman

Perhaps Texas' mummified gas tax can just stay in the crypt.

Periodically through the many years I've been on this beat, I've written about Texas' 20-cents-a-gallon gas tax and how it hasn't been increased by the Texas Legislature since 1991. So has the Statesman's editorial page.

And the message, either subtle or overt (in the case of the opinion page), was always that lawmakers needed to raise the dang thing.

Because of inflation and better fuel economy, the purchasing power of that revenue source has been falling almost since the day the Legislature hiked it from 15 cents a gallon. Yes, the state's population has risen through the years, usually causing the revenue raised by the gas tax to creep up 1 or 2 percent. But the cost of building and maintaining highways was usually rising even faster.

Our Legislature and Governor's Mansion, controlled or occupied by Republicans for the past generation, has never shown any interest in increasing that gas tax, a quarter of which goes to public education under a provision in the Texas Constitution. The Texas gas tax rate, consequently, has fallen steadily when compared with other states'.

For instance, in 2003 (when I became the Statesman's transportation writer), Texas had the 27th-highest gas tax rate in the country. About in the middle, in other words. And the highest rate at that time was Rhode Island's 30 cents a gallon.

Now, according to statistics from the American Petroleum Institute, Texas is sitting at 45th for motor fuel taxes. Washington state has the highest stand-alone gas tax, at 49.4 cents a gallon. While Texas has only the gas tax, other states have other means of placing an additional tax on fuel. Pennsylvania now extracts 58.4 cents in taxes from each gallon of gasoline or diesel sold.

We're way low, in other words.

But that comparison ignores Proposition 1 and Proposition 7. Those state constitutional amendments, passed by voters in 2014 and 2015, now direct revenue from general sales tax and oil and gas severance taxes to the Texas Department of Transportation.

According to the Texas comptroller's latest estimates, released last week, that 20 cents-a-gallon gas tax will yield \$2.74 billion for TxDOT in the 2018-19 fiscal year. That's about \$137 million for each cent of the levy.

Propositions 1 and 7, however, will kick in another \$3.87 billion in 2018-19. To get that much money through the gas tax, you'd have to charge another 28 cents a gallon.

So Texas kinda-sorta has a 48 cents-a-gallon gas tax, at least in terms of how much tax money is automatically dedicated to highways. And that doesn't even taken into account vehicle registration fees, which in 2018-19 will throw another \$1.53 billion into TxDOT's accounts.

Highway advocates, looking at the snarling urban traffic congestion of our ever-growing state, say TxDOT still needs a few more billion a year, especially if future toll roads are taken off the table as an option. How to get that money is a whole other conversation.

But take me off the list of those dismissive of our elfin gas tax rate. Propositions 1 and 7 pretty much erased that talking point.

<https://www.mystatesman.com/news/transportation/texas-frozen-gas-tax-thawed-propositions-and/N9mYB11UUqpnPmmBXjeJ0M/>

Is D-FW's next great community sprouting from the plains outside Fort Worth?

July 16, 2018

Written by Arren Kimbel-Sannit, Staff Writer
Dallas Morning News

It looked like the setup to a joke, or a scene from an alternate-reality spaghetti western.

Two guys, brows shining and skin pasty under the midday sun, stood on a patch of dirt and weeds. They wore tailored slacks and dress shirts with sleeves rolled above the elbow; it's the look that bright-eyed junior members of Congress don when meeting constituents in campaign ads, the look that suggests: "There's work to be done, and we're the ones who're gonna do it."

Behind them stretched out the big cowboy sky and gentle hills of Tarrant County. In front, dusty and decidedly out of place, sat a black Tesla framed by a couple dozen suburban homes, some built out and others under construction.

The men at the center of this juxtaposition are those responsible for it. Tony Ruggeri, the Tesla's owner, and Jake Wagner, are longtime friends and co-chief executives of Republic Property Group, the developer planning to convert thousands of acres of ranch land 12 miles west of downtown Fort Worth, where the interstate highways 20 and 30 meet, into what they're branding as Cowtown's "next great neighborhood."

Within the next couple of decades, 15,000 homes ranging from the high \$200,000s to the millions will dot the Walsh development, named for the prominent North Texas ranching family who own the land. Walsh will be a place in the way that old, beloved neighborhoods are places — with markets, schools, parks and communal trust. But that's looking many years and tens of millions of dollars into the future.

"We're trying to create a timeless place," Wagner said. "You can drive to some suburbs and tag them as being from certain year. We don't want people to drive by and say, 'Oh, this is a typical 2018 suburb.'"

To date, buyers have moved into 112 homes and purchased 217. The first phase, scheduled for completion by the end of 2020, will have 587 homes from almost a dozen builders in several different architectural styles. The more modestly priced are on lots of 3,800 square feet; the larger home sites will stretch nearly an acre.

At more than 7,000 acres, the completed Walsh project will be one of the country's largest master-planned communities, the developers claim.

The planning goes back the better of two decades. In 2002, a group of planners and developers assembled a PowerPoint laying out the broad strokes of what the development could be: a sprawling, ranch-inspired community basking in the "quiet dignity" of western life; a place with respect for the natural environment and a "smart," technologically-enabled community.

RPG responded to a request for development proposals issued by the Walsh family in 2013. They inked a deal in 2015.

"It's such a large tract of land — over 11 square miles — that we want this place to be relevant 100 years from now," Ruggeri said. "We can't be overthematic. We have to be real. What would a real place do?"

So they interrogated the concept of place. They consulted with dozens of business and thought leaders, toured historic neighborhoods and read Jane Jacobs, whose writing served as the basis for the urbanism movement.

The result, in practice, is a sort of upscale communal living, or a kibbutz with lots of mid-sized sedans. At the center of the community is a so-called amenity node, with a co-working space, market, gas station and fitness center. And food trucks and a day care and tennis courts and a maker's space, where residents can learn how to use 3-D printers, lathes, metal and woodworking equipment and a "big laser."

"We're focusing on creating a neighborhood's connective tissue," Ruggeri said.

It's shamelessly ambitious, and surely difficult.

RPG has done master-planned developments spanning tens of thousands of acres throughout Dallas-Fort Worth, including Lantana in Denton and Valley Ranch in Irving. And they are behind the ongoing Villas at Legacy West project in Plano.

"It's not just about buildings, it's about the entire community," said Rik Adamski, the North Texas chapter president of the Congress for the New Urbanism. "And that's harder to do when you don't have the community to begin with."

For Walsh to feel as organic as RPG would like, it'll need to have public meeting spaces, community governance and distinct businesses, Adamski said.

"It can't all be top down," Adamski said. "It can't all be the developer. The planning of great places, it has to be decentralized. It's about how others invest their time, money and energy into a place, because ultimately, that's what creates great urbanism."

Ruggeri and Wagner say they accept their duty to let things grow organically, and to allow quirk and distinction to flourish.

There's a community garden, an elementary school — the development is in the Aledo school district; a cluster of schools for different grades will pop up over the coming years — and eventually several parks with different names, the hope being that they become anchors and namesakes for different sections of the neighborhood.

Interaction with the natural, both through the parks and the landscape, is important. Several of the homes are on mews, rows of houses that abut green space rather than roads, which also improves walkability and thus safety. A third of the total acreage is set aside for open space for the restoration of endemic blackland prairie.

It's an attempt at benevolent social engineering. Ruggeri said residents should be in walking distance from an amenity node. So instead of taking their minivans and SUVs 12 miles to the grocery store, they can walk to the market; on the way, they'll meet their neighbors, and look out onto the unending plains, and see their child's elementary school, feeling as a member of someplace rather than somewhere.

They haven't forgotten the "smart city" directive from that 2002 presentation. Residents get access to around-the-clock telehealth service, and the whole community is wired to handle 10 gigabit-per-second internet, a blazing pace, courtesy of a telecomms company that RPG created specifically for the development. Homeowners get two gigs per second with their homeowners association fees but have the option to pay extra per month for more speed.

Ruggeri and Wagner are banking on the fast internet incentivizing local commercial tenants to set up shop in the development, providing employment, diversity and density. Rather than make Walsh a residential appendage to a city, the developer wants it to be a self-sustaining but still integrated part of Fort Worth.

"We can't do what we want without some kind of commercial backbone," Ruggeri said.

It's all very idealistic. And moreover, it's a little paradoxical. What can be organic about 15,000 homes spreading like a slow-moving rash across what was once pristine prairie?

And how can real quirk exist in a place designed to look quirky without looking like the setting of The Truman Show?

Perhaps it's not possible, or at least not probable.

But, Adamski said, that shouldn't stop anyone from trying their damndest.

"There might be a temptation to say only the things we built before World War II can be great places," he said. "I don't think that we can afford to live with that temptation."

<https://www.dallasnews.com/business/real-estate/2018/07/16/d-fws-next-great-community-sprouting-plains-outside-fort-worth>

Dallas-area jobs boom in the 'burbs, while 'highly educated' workers cluster downtown

July 18, 2018
By Bill Hethcock
Dallas Business Journal

As more companies set up shop in Dallas' suburbs, the highly educated workers to fill those businesses' jobs are increasingly choosing to live in the city's urban core.

That trend is making Dallas one of the top U.S. cities for "reverse commuting," in which workers drive from homes in or near the city center to jobs in the 'burbs, according to a study released Tuesday by commercial real estate firm JLL (NYSE: JLL).

"Dallas is very much a city where there are a lot of people reverse commuting," said Walter Bialas, JLL's director of research for Dallas, in an interview with the Dallas Business Journal.

Though the trend was exaggerated in Dallas, the city is not alone. Highly educated talent – defined as those with a bachelor's degree or better — is clustering in major cities nationwide faster than it is the suburbs, JLL's research found.

Major cities are experiencing a slight drop in their share of regional jobs at the same time.

The major cities' educated population across the U.S. is up 28.7 percent since 2008, whereas the suburbs surrounding those cities have increased their highly educated populations by 23.6 percent.

Additionally, most of the adult population gain in major cities is educated talent. Educated people account for 90.9 percent of the adult population increase in major cities, while accounting for only 65.1 percent of the adult population increase in their suburbs.

Though the momentum has shifted to the cities, the suburbs still hold the majority of educated talent.

The study looked at the population, educational attainment, and job location and employment data across the 25 largest metropolitan areas in the United States to better understand where highly educated talent is living, working and playing.

The upsurge in highly educated individuals in and around all major cities means the competition to attract relocating or expanding corporations that want to be near that talent is increasingly intense.

Seattle-based Amazon (Nasdaq: AMZN), for example, has said a highly educated labor pool is a crucial consideration in its search for a home for its \$5 billion second headquarters. Dallas-Fort Worth is one of 20 metro areas Amazon is considering for the project known as HQ2, which will employ 50,000 people.

Bialas declined to discuss Amazon's HQ2 search specifically, but he did say the DFW area has the talent and another ace in the hole when it comes to luring top companies.

"One thing that the Dallas-Fort Worth area has that many other areas like Boston, Washington D.C. and Seattle don't have is an amazingly good cost of living," Bialas said. "People can afford

to live a pretty good life, especially if you're a young professional coming to Dallas. People will come here for those opportunities.”

The JLL study has major implications for landlords and companies weighing the pros and cons of relocating or expanding downtown vs. doing so in the suburbs, Bialas said.

Companies that might want to move to the suburbs or that are currently located there must remember that a significant part of their labor pool probably lives a fair distance from their properties, he said.

“At the same time, you have companies that are looking to expand or open up new offices, and the urban core is a very viable location for them given that people want that lifestyle — the amenities around them, the walkability, the more urban feel,” Bialas said. “For some companies, it may be reaffirming for them to stay in an urban location.”

<https://www.bizjournals.com/dallas/news/2018/07/18/jll-highly-educated-workers-cluster-downtown.html>

Across the country, suburbs like Plano are successfully challenging urban centers for growth

July 18, 2018

Written by Bruce Tomaso, Contributor
Dallas Morning News

Years ago, when we lived in Plano, a wheel broke on the garbage can in the alley behind our house. I phoned City Hall, and the next day, the hobbled trash container was replaced with a new one. And the city worker who delivered it took the time to transfer my garbage over from the old, broken receptacle.

When I told this story to Plano Mayor Harry LaRosiliere during a recent interview, he was pleased, but not surprised. A hallmark of Plano's growth and popularity during the past 20 years or so has been its exceptional delivery of city services, financed by teeming revenue from a swelling property tax base. In a 2017 ETC Institute survey, 91 percent of Plano residents said they were satisfied or very satisfied with the quality of city services — a rating that's among the best in the country.

In fact, the mayor said with a smile, he'd see my garbage story and raise it: "I heard the same thing from someone else," he said. "Except he told me that after his new trash can was delivered, somebody from the city called him to make sure it arrived OK."

These days, LaRosiliere has a lot to smile about. Plano, a city of 260,000 just north of Dallas, is among a new breed of flourishing suburbs that promise, as suburbs have since the end of World War II, to reshape America's cultural, demographic and economic landscape. This time, they are doing so by becoming powerful magnets for businesses that attract high-wage jobs, a vibrant workforce, and billions in investment dollars.

"We're pro-business" is hardly a mantra original to Plano. In Silicon Valley, suburban communities discovered long ago the economic advantages of accommodating tech companies. Apple is based in Cupertino, Calif., 43 miles outside San Francisco. Google makes its home in nearby Mountain View, Facebook in Menlo Park. Up the coast, in Washington State, Microsoft transformed the Seattle suburb of Redmond into a high-tech El Dorado.

But now the trend is intensifying, economists and urban planners say, as evidenced by the continental tug-of-war over Amazon's second world headquarters. It's a trend, they say, that could change forever not only life in the 'burbs — who settles there and why — but also their relationship to the major cities that gave them birth.

The growth of the 'burbs

Americans were first smitten with suburban life in the years after World War II. Few attractions in history have been as thorough, or as enduring.

The Great Recession of 2007-09 exposed the seductress to an unkindly harsh light. The collapse of the residential mortgage market, stagnating home values, a numbing architectural and cultural blandness, and ever more dreary commutes along ever more congested highways suddenly made many suburbs seem less enticing. Millennials, meanwhile, embraced a resurgence in urban living, flocking to apartments within walking distance of their workplaces, friends and craft cocktail bars.

In just the past few years, however, the suburbs, newly energized, have roared back. The Economist reported in April that the back-to-the-city movement hit its zenith in 2012. Since then, according to new demographic analyses, growth rates have quadrupled in the exurbs, those suburbs on the outer fringes of metropolitan areas. At the same time, urban growth slowed by half.

"In 2017," the magazine said, "five times as many Americans moved to New York's suburbs as moved to the Big Apple."

Not long ago, Plano was the stereotypical affluent suburb, generally regarded as a pleasant, if un-intriguing, bedroom community. Its spacious homes and airy malls, sprawling soccer parks and exceptional public schools made it a comfortable place to raise a family, even if living there meant Mom or Dad or both faced long, tiresome commutes to their jobs in Dallas.

That archetype is changing in North Texas and across the country.

Plano has for years been home to three Fortune 500 companies: J.C. Penney, Alliance Data, and Dr Pepper Snapple Group. But lately, the growth in business development has been nothing short of explosive. "We're an economic center. People come here to work," said Rick Grady, a retired financial sector executive who serves as Plano's mayor pro tem.

Last year alone, Toyota opened its North American headquarters on a 100-acre, \$1 billion campus on Plano's west side. Barely a mile away, Liberty Mutual Group, the insurance giant, opened a 19-story regional headquarters, and JP Morgan Chase & Co. completed a \$300 million regional hub.

Several miles to the east, Plano's historic downtown is undergoing a renaissance, thanks in part to Dallas Area Rapid Transit's nearby commuter rail line, which runs to downtown Dallas and beyond. A new line, scheduled to open in 2022, will extend from downtown Plano to D/FW International Airport.

"To be able to get from downtown Plano to D/FW without getting in your car — that would have been unimaginable to most people 20 years ago," the mayor said.

"Intentional" is one of Mayor LaRosiliere's favorite words in describing his city's growth. "Very few things happen by accident in Plano," he said. "We're extremely intentional about who we want to be and how we want to get there."

The push to lure businesses is one example.

Gone are the days when Plano can rely, as it did for years, on a tide of property-tax revenue washing in, as high-end subdivisions went up on what had been vacant fields. All but about 2,000 acres of Plano are built out, according to City Manager Bruce Glasscock. There's little room left for the rising tide to rise.

By bringing in businesses, the mayor said, "we diversify our tax base, and this allows us to deliver quality services to residents at a low tax rate." Today, he said, more than half the city's property taxes are collected on commercial properties. That's enabled the City Council to cut the property tax rate paid by homeowners in two consecutive years, for the first time in city history.

Urbanizing suburbia

A corporate workforce inevitably means a young workforce. The Toyotas and Liberty Mutuals of the world arrive with an army of young professionals and support staff in tow. As a result, 42 percent of the onetime bedroom community's adult population is younger than 34, the mayor said. He doesn't want them going anywhere.

"We have to provide opportunities for lifestyles that young people find appealing," he said. "That means having great housing options. It means having amenities like great restaurants and entertainment venues, and attractive, walkable neighborhoods close to work.

"If we can't offer our young residents these things, they'll leave. And over time, we'll lose our best and brightest."

It's a lesson being embraced from Bethesda, Md., to Tigard, Ore., Decatur, Ga., to Edina, Minn. Suburban planners and developers speak of walkability, livability and sustainability as a French saucier might of mirepoix: as the basis for everything else. Build apartments, lofts and townhomes to pedestrian scale, and join them to offices, parks and greenbelts, restaurants and retail hubs through a well-planned, attractive network of sidewalks, bike paths, and hiking and exercise trails, and even the most inveterate motorists can be drawn out of their cars. If there's a subway or light-rail station nearby, so much the better.

There's one stereotype of suburbia that grates at the mayor, even as it amuses him: That thriving suburbs like his are lily-white enclaves. LaRosiliere, who is black, was born in Haiti. His family moved to New York when he was 3, and he grew up in Harlem.

Plano is 43 percent non-Caucasian. Its public-school enrollment is almost 60 percent non-Caucasian, with roughly 80 native languages spoken by the students in those schools. In 2015, according the U.S. Census Bureau, Plano's Asian population was 19.1 percent, up from 16.2 percent five years earlier.

Such demographic shifts are happening across the country. In 1970, blacks, Latinos and Asian-Americans made up less than 10 percent of the U.S. suburban population. By 2010, that number was 28 percent. By 2013, the suburbs (not all of them affluent suburbs, to be sure) housed half of all foreign-born U.S. residents.

The trend shows no sign of reversal. "People of color will continue to move to suburbia in increasing numbers," wrote Pete Saunders, an urban planner and Forbes contributor. "They will do so for the same reasons people before them did — affordability, good schools, lower crime."

Race for Amazon HQ2

In the scramble to attract business, nowhere is the dynamic pitting suburb against core city more evident than in the Amazon HQ2 sweepstakes. Twenty finalists, whittled from 238 applicants, are hoping to grab the golden ring that Amazon's dangling: \$5 billion in investment, 50,000 jobs paying an average of \$100,000 a year, and Lord knows how much in secondary rewards from the smaller companies that would glide in on Amazon's jet stream.

Many of the finalists, Dallas among them, have wrapped their pitches in the fuzzy blanket of regional cooperation. "If Amazon lands anywhere in the Dallas/Fort Worth area, every one of us benefits from that relocation," said Glasscock, the Plano city manager.

Chicago's Amazon bid mentions two possible suburban sites. Denver and Atlanta both talk about the possibility of housing Amazon outside the central city, and the bid from Raleigh, N.C., is actually from the Research Triangle, which encompasses Raleigh, Durham, Chapel Hill and their suburbs.

But elsewhere, notably in the Washington D.C., area, suburb and city have dropped the gloves.

The District of Columbia wants Amazon HQ2. But so do two suburban areas, one in Northern Virginia, one in Montgomery County, Md. (And that's after a separate Maryland bid, from Prince George's County, failed to make the finalists' cut.) Victor Hoskins, director of development in Arlington County, Va., which joined in the Northern Virginia bid, jokes that the competitors are "frenemies," engaged in a regional "coopetition."

Still, when Amazon announces its decision, there will be one winner, and 19 losers.

And if the winner is in the suburbs, wrote Amanda Kolson Hurley, a senior editor at CityLab, "Amazon could turn a vast swath of suburbia into a walkable, transit-connected, mixed-use, and architecturally interesting satellite city. Such a project would prove transformational for whatever region it's in. But it would also become a template — and an impetus — for many more such projects around the country."

Among big-city mayors, there are few more devoted apostles of regionalism than Dallas Mayor Mike Rawlings. The mayor, a former advertising and restaurant-chain executive, has worked closely with neighboring cities on a variety of projects.

"Our first order of business," he said, "is to compete as a region against other metro regions. Dallas's competition for jobs and economic development isn't against Plano or Irving or Fort Worth. It's against greater Houston, greater Los Angeles, greater Chicago.

"Once a company decides to come to our region, it's my job then to compete against Irving or Fort Worth or Plano. But that's a lot easier to do if the pie is growing for all of us than if the pie is shrinking or staying the same size. And the only way to make that happen is by cooperating."

Maybe. Probably. But when I spoke with Mayor LaRosiliere — who calls Mayor Rawlings a close and trusted friend — he didn't sound entirely convincing.

"Plano no longer wants to be the best Triple-A team in baseball," he said. "We think we can take the field and do very well on our own in the big leagues."

Bruce Tomaso is an adjunct journalism professor at Southern Methodist University and a former Dallas Morning News reporter and editor. This column first appeared in The Bush Institute journal The Catalyst.

<https://www.dallasnews.com/opinion/commentary/2018/07/18/across-country-suburbs-like-plano-successfully-challenging-urban-centers-growth>

Downtown Fort Worth's I-35W redo wraps up ahead of schedule — and as toll lanes get a bad rap

July 18, 2018

Written by Ray Leszczynski, Communities
Dallas Morning News

FORT WORTH — Like many North Texas transportation projects, Interstate 35W through downtown Fort Worth couldn't be improved fast enough, officials say.

Fort Worth has the fourth-most new residents of any city in the country, and 132,000 vehicles traverse I-35W — which was built in 1959 when the city was about a third its current size — every day.

Transportation relief will come Thursday when the last segment of the \$1.6 billion highway redo, known as the North Tarrant Express project, opens two months earlier than scheduled — and perhaps decades earlier than the region could have paid for it with tax dollars alone.

But it could be among the last mega-projects funded partially with private dollars as lawmakers have increasingly rejected the funding method for transportation needs.

The anti-toll attitude didn't stop regional officials from declaring Wednesday that the public-private partnership was a success for Fort Worth.

"A project of this magnitude could have taken up to 25 years if built traditionally," said Scott Hall of the Fort Worth district of the Texas Department of Transportation.

The project was completed under a comprehensive-development agreement, called a CDA. In such an agreement, the private developer invests money up-front to get the project moving. The result is that construction isn't piecemeal like older projects, and roads are built quicker.

The flip side is that drivers can pay extra, in the form of tolls, for congestion relief. The private investor is then reimbursed with the toll revenue.

The Legislature approved the North Tarrant Express CDA in 2009. When construction started in 2014, the stretch of I-35W was the sixth-most congested corridor in the state.

The I-35W project added two tolled TEXpress lanes in each direction, auxiliary lanes and some frontage roads. Drivers can pay to use the TEXpress lanes or choose the rebuilt — but potentially crowded — free lanes without being tolled.

"When we're talking about a managed lane project, they work," said Gary Fickes, Tarrant County commissioner and chairman of the Regional Transportation Council. "It gives drivers a choice."

But no CDAs have been approved in the last two sessions in Austin. Some politicians fought against adding toll lanes to the LBJ East project. And only two other CDA projects — the Midtown Express in northeastern Dallas County and the second phase of I-35E improvements north of LBJ Freeway into Denton County — remain in North Texas' construction pipeline.

Public-private highways

North Texas highway projects built with the help of a comprehensive development agreement approved by the Texas Legislature.

1. I-35E from Northwest Highway to U.S. 380
2. I-35W from I-30 to just north of the U.S. 287 split
3. I-635 from Greenville Avenue to Luna Road
4. I-820 from I-35W to SH183/SH121
5. SH183 from SH121 to I-35E
6. SH114 from SH121 to SH183
7. Loop 12 from SH183 to I-35E



SOURCE: TEXpress Lanes

Staff Graphic

The Legislature has instead helped create new funding sources, known as Prop 1 and Prop 7. In 2014, voters statewide dedicated taxes from oil and natural gas production to transportation projects. The next year, another statewide election put some sales and use tax revenue into transportation.

But Michael Morris, regional transportation director of the North Central Texas Council of Governments, said TxDOT cannot meet the needs solely on current resources, including those new revenue streams. Project costs also continue to rise — topped by an \$8 billion estimated cost to unclog traffic in the capital city itself.

That is why Morris doesn't think CDAs are dead.

"We'll see the legislature bring the tool back again," Morris said. "There's no way 35 is ever going to be done in Austin without private investment. And I think people in our region recognize the value of that project. We're going to be strong supporters."

The point of the projects in North Texas, Morris said, is "connecting the economic centers and getting that to drive the economy."

"It's one project, but the vision is a system of transportation, basically in the backbone of the region: downtown Fort Worth, going out to DFW (International) Airport, going to downtown Dallas," he said.

Other local leaders also say CDAs have been good for business. Land value along the freeways increases, and existing businesses near the roads aren't suffocated by extended years of construction.

"We're getting a 4-for-1 return on our dollar," with the North Texas Express, Fort Worth City Council member Jungus Jordan said.

The North Tarrant Express project's final segment — from I-30 to 28th Street — opens Thursday. The segment south of I-820 to just beyond 28th Street opened in the spring, six months ahead of schedule. The northern half of the project, from outside the Interstate 820 loop to the I-35W split with U.S. Highway 287, opened in late 2016.

In a few spots, where ramps to access the toll lanes were late additions, construction will continue through the end of the year. But all free and toll lanes of the I-35W itself will be open.

<https://www.dallasnews.com/news/transportation/2018/07/18/downtown-fort-worth-freeway-redo-wraps-ahead-schedule-toll-lanes-get-bad-rap>

Cities Applying Data from Waze to Fight Traffic

July 19, 2018
By Diana Zoga
NBC5

Traffic is a way of life most days in fast-growing North Texas, which is why cities are looking to high-tech solutions to get cars moving. This week, Plano announced it will share information about upcoming construction projects and road closures with the traffic navigation app, Waze. In exchange, Waze is sharing user data with Plano.

The city's Traffic Management Center, or TMC, already uses a network of cameras and sensors to monitor 235 intersections across the city and change the timing of the green and red lights to combat congestion.

"We are able to change signal timing from the TMC so if an accident occurs out there or a storm comes in, we're able to modify it or adjust the signal timing to keep the traffic moving," said Plano's Senior Traffic Engineer Rama Dhanikonda.

If there's a wreck on Highway 75, engineers can see traffic coming through detours in downtown Plano and adjust the signal timing to keep intersections as open as possible.

But the views from the TMC can be expanded with data from Waze, says Dhanikonda.

The app uses crowd-sourced information from users to monitor driver speeds and determine where traffic is backing up. The app uses the information to help navigate users around problems. Users can also report obstacles in the road, potholes and wrecks.

"If a driver sees an object on the road or a vehicle stopped on the shoulder, he can report that to Waze and other users behind him get a notification," explained Dhanikonda.

That data is now available to Plano.

Other cities are using similar agreements to inform its traffic management systems.

In Frisco, Brian Moen, the city's assistant director of engineering says Waze can help pinpoint the location of wrecks when 911 callers aren't sure of the exact address or intersection.

"We can get the response there as quickly as possible to get people the help that they need but also getting that incident off the roadway to keep the system reliable," said Moen.

The data Waze can offer is extensive, says Dhanikonda. So, the city is currently developing an application to interpret the data stream and convert the Waze user experience on the roads into information the city can use to improve traffic flow.

Plano says the Waze user data is anonymous and can also be used to inform decisions on infrastructure improvements.

"If we see a lot of congestion, repeated congestion, recurring congestion that tells policy makers yeah, there's some repeating issue there," said Dhanikonda. "Maybe we should do something else, a bypass route or establish another connection for drivers to use."

Waze data offers another tool as Collin County communities grow fast, said Dhanikonda.

Traffic engineers in the city say the number of traffic signals has doubled to keep up with demand in the last 20 years. Engineers estimate as many as five billion vehicles travel through Plano city streets every year.

While Waze doesn't charge cities for the data, there is a cost for cities to manage the information and use it.

The Regional Transportation Council of the North Central Texas Council of Governments is awarding cities grant money for Waze data sharing and traffic signal data sharing programs. Traffic signal data sharing involves facilitating communication with certain "connected vehicles" to improve traffic flow. Vehicles may get a countdown to a green light that is displayed in the dashboard for drivers or instant traffic information.

In June, NCTCOG says it gave Plano \$25,000 to explore Waze data sharing and \$22,000 towards a future traffic signal data sharing program. Over two years, the city has been awarded a total of \$97,000.

NCTCOG recently gave similar grants to Frisco and McKinney. It's also awarded money for smart traffic technology programs to Lewisville, Denton, Arlington, Cedar Hill and Burleson last month to encourage cities to look at new traffic solutions in North Texas.

"A lot of work goes into it and we're trying our best to keep things moving as fast as possible," said Dhanikonda.

<https://www.nbcdfw.com/news/local/Cities-Applying-Data-from-Waze-to-Fight-Traffic-488657931.html>

Editorial: Your sidewalk is more important than you think

July 20, 2018
Dallas Morning News

The humble sidewalk might be the key to better living.

Whether you live downtown or in the 'burbs, well-planned and well-maintained sidewalks silently improve interactions within our neighborhoods. As Dallas-Fort Worth continues to plan for its sprawling future, we must understand the impact these squares of concrete have on our lives and seek ways to incorporate sidewalks into our cities' development.

Sidewalks are a key contributor to walkability, or the measure of how friendly an area is to walking. Walkability is a key promoter of public health as people interact with their built environment. Studies have shown that people who have access to sidewalks are more likely to meet the U.S. surgeon general's recommendations for physical activity and are less likely to be obese. Faced with Texas' blistering heat and erratic weather, we'll take any nudges we can to get outside.

Increased walkability is as good for your wallet as it is for your health. Homebuyers pay more for homes and property values rise fastest in pedestrian-friendly neighborhoods. Wide, welcoming sidewalks also improve businesses' traffic: One study showed that walking shoppers spent more per month than those who only drive. No wonder walkable streets are more economically productive.

North Texas is still very much a driver's destination, but city centers and roomy residential areas alike can take action to improve their walkability.

Downtown Dallas, Oak Lawn and Henderson have high walkability scores, but maximizing the benefits will require prioritizing sidewalks citywide. For example, upping the sidewalk-to-road ratio and requiring developers to keep sidewalks open during construction (instead of shunting us into the street) offer simple but elegant regulatory fixes.

While city codes and design commissions must make a point to prioritize sidewalk culture, individuals and businesses within Dallas can take advantage of existing initiatives like the Sidewalk Replacement Program, which splits costs 50/50 between citizens and city to fix dilapidated sidewalks.

Sidewalks are just as important in suburbs as in cities, but the challenges are very different. Unfinished developments lead to sidewalks that cut off abruptly, which are both useless and potentially dangerous for the elderly and those with disabilities. More impractical are the beautifully paved but poorly planned sidewalks that are too winding or isolated to build community or connect to local businesses.

Our own 2016 best neighborhoods ranking offers a few standout examples of what walkability can do for a suburb. Eldorado Heights (McKinney), Westfalls Village (Frisco) and the city of North Richland Hills in Tarrant County earned top marks for the way their cities' planning encouraged community and healthy lifestyles, offering a model for other neighborhoods.

Clues to better urban planning are just under our feet. Cities must pay attention.

Select Dallas neighborhood walkability scores

Downtown: 90
Oak Lawn: 86
Henderson: 83
Bryan Place: 78
Deep Ellum: 76
Lower Greenville: 71
Vickery Place: 70
Cedars: 70
Old East Dallas: 68
Winnetka Heights: 53
Buckner Terrace: 44
SOURCE: walkscore.com

<https://www.dallasnews.com/opinion/editorials/2018/07/19/sidewalk-important-think>

Slowly and Stealthily, Trump's DOT Starves Transit Expansion Projects of Federal Funds

The Trump administration has slowed the release of federal transit grants to such a crawl that expansion projects in the works for years are now in jeopardy.

Jul 18, 2018
By Angie Schmitt
StreetsBlog USA

The Trump administration has slowed the release of federal transit grants to such a crawl that expansion projects in the works for years are now in jeopardy.

Under U.S. DOT Commissioner Elaine Chao, the Federal Transit Administration is dragging out the disbursement of expansion grants and threatening to stop releasing capital funds to transit agencies altogether.

The FTA's stinginess is creating uncertainty and throwing the future of transit expansion projects into doubt. U.S. Representative Peter DeFazio (D-OR) recently called the slowdown "a bureaucratic nightmare, designed to create endless delays and massively increased costs for communities looking to solve congestion issues with new transit options or by expanding existing transit systems."

At issue is the release of funds that have already been appropriated by Congress for the FTA's Capital Investment Grants program. CIG has three components: New Starts and Small Starts, which fund transit expansions, and Core Capacity, which funds upgrades to existing routes. Together, the three grant programs were funded with \$2.6 billion in the Fiscal Year 2018 budget.

Fiscal Year 2018 ends on September 30. But so far, the FTA has only released \$1.3 billion of the \$2.6 billion that was appropriated. Transit agencies now perceive a risk that the funds will be left unspent by the FTA and never reach them.

During this fiscal year, the FTA has approved only three transit projects for construction grants. And two of those — Caltrain Electrification and Maryland's Purple Line — only advanced after concerted public pressure campaigns. Another eight projects have received approvals for earlier stages of the funding process.

By comparison, in Fiscal Year 2016, the final year of the Obama administration, the FTA gave seven projects the go-ahead for construction grants (known as full funding grant agreements). An additional 22 were recommended for other grants or benchmarks on the path to full funding.

If the Trump DOT gets its way, the pipeline will shrink even more.

In its recommendations for Fiscal Year 2019 [PDF], released in February, the FTA said capital funding should be limited to projects that already have full funding grant agreements in place. That would amount to \$1.046 billion. (The FTA's recommendations for Fiscal Year 2017 [PDF] — submitted when Obama was still in office — asked for \$3.5 billion for these programs.)

Projects in the pipeline but not yet approved for full funding grant agreements include Phoenix's South Central Light Rail, Los Angeles's Purple Line Extension, Minneapolis's Orange Line Bus

Rapid Transit, Durham-Orange Light Rail, New York City's Second Avenue Subway Phase II, Milwaukee's East-West Bus Rapid Transit, and Seattle's Center City Connector, among others.

The FTA wrote in its 2019 recommendations (emphasis theirs):

For the remaining projects in the CIG program, FTA is **not requesting or recommending funding...**

Future investments in new transit projects would be funded by the localities that use and benefit from these localized projects.

In other words, the Trump DOT wants to stop federal funding for transit projects. It's a threat this White House has made before.

Since Trump has taken office, Congress has appropriated funds for transit expansion even when the White House did not want to. Trump's budget outlines call for slashing federal transit funding, but Congress has made relatively little adjustment to prior spending levels. In May, the House Appropriations Committee voted to fund transit capital grants at \$2.6 billion again.

Under the law, 85 percent of the Fiscal Year 2018 transit capital grant budget — or \$2.25 billion — must be allocated by December 31, 2019, a measure included at the insistence of several dozen U.S. representatives [PDF]. Any of the remaining \$350 million that isn't spent will still be available for four years, at which point it would go back into the treasury, according to an FTA spokesperson.

But by slowing down the grant process and injecting more uncertainty, the FTA can still wreak havoc for transit projects.

In Albuquerque, for example, the ART bus rapid transit project was built on the promise of FTA grants, but the city is still awaiting federal payments. The delay is causing political embarrassment for project backers — which may be the point.

Former Mayor Richard Berry, who championed the project, proceeded on the assumption that the city would receive \$75 million in federal funds, based on a "letter of no prejudice" from the FTA in 2016. At the time, that was a pretty safe assumption. The Albuquerque Journal reported that "every city that had received such a letter from the FTA ended up getting the funding."

But now the prospects are much more uncertain, even though the 2017 federal budget allocated \$50 million to the project. The FTA has yet to release the funding through its Small Starts program.

Berry, whose term ended last year, is getting hammered by the press and new Mayor Tim Keller. "This notion that somehow we're just waiting for guaranteed funds is factually inaccurate and it always was," Keller told the Journal in March.

Local officials hoped they would receive the grant when Congress fully funded the "Small Starts" program in March. New Mexico's congressional delegation has been lobbying the FTA to release the funds, so far with no success.

The FTA would only say that the project is "undergoing internal review."

Clearly, partisan Republican resistance to transit is one factor at work. The party's 2016 platform called for zeroing out federal transit funds. Chao, the wife of Senate Majority Leader Mitch McConnell, is an alum of the Heritage Foundation, which promotes the idea that transit funding is an inappropriate use of federal dollars.

Just this week, the FTA issued a memo (title: "What is a Federal Transit Project?") which states that the agency "is holding this national online dialogue to provide stakeholders with the opportunity to share how the definition of a federal project may impact the timely and effective implementation of transit projects." It may sound harmless and vague, but in the code of conservative ideology, the memo calls into question whether transit projects deserve federal funding.

DeFazio, the ranking member of the House Transportation and Infrastructure Committee, said the memo "looks like the Koch Brothers sent DOT their instructions."

The lack of clear leadership at the FTA may also be a problem. The Trump White House has yet to appoint a permanent director for the agency, which is currently led by acting administrator Jane Williams. Past administrations have typically filled the position within a few months, but Trump has gone more than a year without doing so.

"This is very out of normal," said Eric Eidlin, who worked at the FTA's Bay Area office during the Obama administration and now does transit station planning for the city of San Jose. "The mechanisms within the agency are not working at their normal capacity."

Whether the FTA finalizes funding agreements before the end of this fiscal year or not, the agency has already undermined local confidence in its transit grant programs.

Some transit agencies have started to adjust their plans. While many California transit agencies are still applying for New Starts and Small Starts funding, others "are forging ahead with the idea that the federal government may not be there for us in the same way that it has been in the past," Eidlin said.

California is an affluent state and its transit agencies have resources that are not available elsewhere. Cities in red states or economically struggling areas are not so fortunate. They need federal support to invest in transit, and they can't count on it any longer.

<https://usa.streetsblog.org/2018/07/18/slowly-but-surely-trumps-dot-starves-transit-expansion-projects-of-federal-funds/>

After hit-and-run death, D-FW cyclists say Texas needs to take up safety measures

July 22, 2018

Written by Ray Leszczynski, Communities
Dallas Morning News

Calvin Middleton seemed to have taken all the precautions on his bicycle before he was killed last week in a hit-and-run in Grand Prairie.

Police said Middleton rode legally and wore full protective gear. Friends say he was always a responsible rider.

"Calvin had headlights on the bike, that's for sure," said Beth Farrell, owner of B&B Bicycles, Middleton's local shop in Cedar Hill.

Middleton's death was the latest tale of how sharing roadways designed for cars can go terribly wrong for cyclists — many of whom have harrowing stories of near-misses on two wheels over the years.

As the cyclists memorialize their fellow rider, they say — again — that Texas needs more laws to protect them and a bigger commitment behind plans to build more bikeways.

The infrastructure isn't there yet in North Texas. Only about a quarter of the planned Veloweb — a Fort Worth-to-Dallas regional trail connection — and a tenth of its on-street bike lanes are built.

Robin Stallings, a Garland native and longtime executive director of BikeTexas, said cities could use more street space for bicycles, such as designated, protected bike lanes.

Karla Weaver, senior program manager with the North Central Texas Council of Governments, said more than 40 cities in the region have on-street bike plans.

"But our roads didn't grow up with the idea of bike plans on the streets," she said.

Weaver said North Texas is getting up to speed quickly in planning bicycle travel — which can cut down on emissions and promote healthy lifestyles — and educating motorists, cyclists and pedestrians. Regional plans incorporate 4,000 miles of streets and trails with bike travel specifically in mind.

Cyclists are fine with the plans but unhappy with the implementation. Dollars are limited and, at budget time, their needs often miss the cut.

Safe passing can't get passed

Advocates like Stallings for 10 years have also had no luck with their push for a cheaper alternative: a statewide safe passing law.

Under such a law, drivers must leave three feet of space to vulnerable road users. Commercial vehicles must provide six feet of space.

Forty states have safe passing laws. But legislators have instead deferred to bicycle safety on city streets as a local issue.

Fort Worth, Plano and Denton have such ordinances. Dallas doesn't. Nor does Grand Prairie, where Middleton was hit.

Opponents say the ordinances are hard to enforce, existing laws are sufficient and police don't need another misdemeanor offense to monitor. Over its five years, Houston's ordinance has resulted in about one citation per month.

"Law enforcement has to choose its battles," Stallings said. "We don't measure this in tickets written, but really as an educational opportunity."

Similar to the way jaywalking ordinances steer pedestrians to safer intersections, Stallings said, bicycling would become safer if cyclists' welfare is written into the fabric of road use education. And Farrell, the owner of Middleton's bike shop, compared the efforts to ticketing people for not wearing seat belts "until everybody was wearing a seat belt."

"If you know you're going to get a ticket for getting too close to a cyclist, you start watching them," Farrell said.

For now, bicyclists have to take safety into their own hands and try to avoid potentially perilous situations.

Darkness on a shared roadway can pose a threat. Middleton worked nights and often rode in pre-dawn hours. He was struck at 6 a.m. July 15. Other devotees may also be shifting their schedules into the darkness because of the current extreme heat.

"We're selling a lot of lights," said Jeff DeLaVega of Hilltop Bicycle Center in Mansfield. "But the earlier in the day, the groggier the driver. It's a gamble."

But cycling in groups is generally safe from a statistical standpoint. Rider Alec Ward said he knows of no major incidents in the 13-year history of Richardson's weekly 40-mile Pop Ride, even though its 6 p.m. start means darkness in winter months.

"The group leaves and comes back in complete darkness," Ward said of the ride that originates on Renner Road, near the Collin-Dallas county line. "Everyone on the ride has full kit and helmet and all required lights. They also follow all road rules."

For summer, many riding groups have shifted their rides to earlier in the day, from 8 or 9 a.m. to 6:30 or 7 a.m.

Derek Hu, president of the cycling and triathlon club at The University of Texas at Dallas, said that even though Richardson is ahead of most area cities in bicycle awareness, those same streets are far more dangerous when he seeks to get in a few extra miles and pushes his solo ride start time back to 6 a.m. "when it's not 102 out." Both his near-misses have been on Renner Road.

"If you're training, you're going to want to train at specific times in the day," he said. "Whenever I can, I try to ride with other people."

Regional Veloweb

North Texas' Regional Veloweb is a network of off-street shared-use trails for non-recreational trip purposes by bicyclists, pedestrians, and other non-motorized transportation. Figures in miles.



A father and a friend

Middleton was alone when he took his last ride. But cyclists say the father and friend was part of a family bound by a shared passion. There was a vigil Thursday night and a ride that featured mayors Betsy Price of Fort Worth and David Cook of Mansfield. The Iron Riders Dallas Cycling Club will ride Saturday in a private tribute to their fallen member.

DeLaVega is arranging a commemorative ride out of his shop at 7:15 a.m. July 29. It'll be 42 miles, because Middleton was 42. The cyclist's brother and his daughter, Kennedy, will be there. Kennedy will be given money collected from the cycling community.

The driver of the vehicle that hit Middleton faces a second-degree felony charge of causing an accident involving death. The driver who struck and killed DeLaVega's best friend and a co-rider in 2008 was sentenced to two years for manslaughter.

Advocates say drivers and lawmakers ought to care more about cyclists.

"Something like a three-foot passing law could be helpful and prevent tragedies. But this is negligent homicide," Stallings said. "People need to be aware that when they're in a car, they're taking other people's lives in their hands."

<https://www.dallasnews.com/news/transportation/2018/07/20/cyclists-say-road-safer-bikeways-lies-paths-laws-already-table>

Dallas says goodbye to bright yellow Ofo bikes

By Daniel Salazar
Austin Business Journal
July 20, 2018

Contraction is coming to the world of shared bikes and scooters in Dallas.

Chinese dockless bike company Ofo announced Thursday it would cease operations in the city after rolling out its bright yellow bikes in November.

The company is dramatically scaling back its operations across the United States to focus on a handful of markets after its initial expansion left it over-extended and cash-strapped, according to multiple media reports.

A company spokesman confirmed in an emailed statement that Ofo is leaving Dallas, but said it will continue operating on the Texas A&M University campus in College Station.

"As we continue to bring bikeshare to communities across the globe, ofo has begun to reevaluate markets that present obstacles to new, green transit solutions, and prioritize growth in viable markets that support alternative transportation and allow us to continue to serve our customers," Everett Weiler, the company's general manager of Texas operations, said in a prepared statement. "As a result, we will not be seeking a permit to operate in Dallas and we thank the city for allowing us to introduce bikeshare to millions of people in Texas."

Weiler added that the bike business is also withdrawing from Austin.

Ofo, which entered the U.S. market less than a year ago, told its U.S. employees Wednesday that it was cutting most of their jobs and will remain in only a few major cities, according to the Wall Street Journal.

U.S. cities where Ofo will continue to maintain operations include Seattle, San Diego and New York, people familiar with the matter told news website Quartz. Those people confirmed the layoff of Ofo employees across the board in North America, according to the website.

With 40,000 bikes in 30 markets in the U.S. alone, Ofo says it had become the world's largest bike-rental provider since it began four years ago. Earlier this year it raised \$866 million in a funding round led by Alibaba; its valuation is in definite unicorn territory, with reports pegging it at \$3 billion. But ridership in many U.S. markets is below what's needed to break even, former Ofo employees told the WSJ, and U.S. growth was slower than expected.

Earlier this month, Ofo announced it would shut down in India, a market it had entered about six months ago, and shutter its Australian operations in Sydney and Adelaide within a couple of months, the Financial Times reported. A Chinese business publication had reported a cash crunch was pushing Ofo to scale back operations in Japan, South Korea, Hong Kong and Singapore, according to the Times.

The dockless bikes are equipped with a GPS tracking system. Riders use a smartphone app to unlock and rent the bike; when they arrive at their destination, they lock the wheel and leave it for the next renter.

Gaining popularity this year, dockless bikes and scooters are viewed as a new way to get around cities choked by traffic congestion. But they've led to their own thorny issues related to right-of-way, sidewalk access and regulatory compliance.

<https://www.bizjournals.com/dallas/news/2018/07/20/dallas-says-soodbye-bright-yellow-fo-bikes.html>

Editorial: The hyperloop is Silicon Valley's proposed high-speed transportation, but Texas should hold off for now

July 21, 2018
Dallas Morning News

There is so much to love about Dallas and Texas. But you'd be hard-pressed to find someone willing to brag about the traffic.

As much as we love Dallas, there's no cure right now for that angst drivers feel as they contemplate a lengthy ride to Fort Worth, Austin or points beyond.

For years, transportation experts have searched for better means of intrastate travel. Now, the tech world wants to try its hand. The hyperloop, conceived by Tesla's Elon Musk, is a high-speed form of transportation that, with magnetic levitation, could whisk a 28-foot, aerodynamic pod loaded with passengers and cargo through giant tubes at speeds up to 700 mph.

As with many high-tech ideas, this seems promising. But the devil is in the details.

The idea of traveling between Fort Worth and Dallas in six minutes sounds terrific. But the technology is so new, it's operating only at a test facility in Nevada, and that gives us pause.

Texans are still debating the economic and functional viability of a proposed bullet train between Dallas and Houston. Yet the North Central Texas Council of Governments' Regional Transportation Council plans to do an environmental impact statement of the hyperloop compared with the high-speed rail between Fort Worth and Dallas, at a cost of \$5 million with a time frame of two to three years to complete the study.

We don't think this shiny new idea is worth so many shiny pennies. That's a lot of money to study technology that could change in the meantime and for a region that is growing so quickly that its needs will likely change even before the study is finished.

And then there is the small matter of ticket prices. The hyperloop could be hyper expensive. Hyperloop One, the company that owns the test track in Nevada, told the Dallas Business Journal that the cost of a ticket from Dallas to San Antonio could be upward of \$330 -- one way.

At a time when we rely on high-tech for so much of what we do in our daily lives, this may be one time when sticking to the basics -- like trains -- to handle travel between Texas cities is the better choice.

<https://www.dallasnews.com/opinion/editorials/2018/07/20/hyperloop-silicon-valleys-proposed-high-speed-transportation-texas-hold-now>

Pave Over the Subway? Cities Face Tough Bets on Driverless Cars

Transit advocates fear that unrealistic hopes for new technology — and how soon it'll get here — could lead cities down the wrong path.

July 20, 2018
By Emily Badger
NY Times

Autonomous vehicles that will outperform buses, cost less than Uber and travel faster than cars stuck in traffic today are two years away. Or 10. Or 30.

But visions of the future they'll bring have already crept into City Council meetings, political campaigns, state legislation and decisions about what cities should build today. That unnerves some transportation planners and transit advocates, who fear unrealistic hopes for driverless cars — and how soon they'll get here — could lead cities to mortgage the present for something better they haven't seen.

"They have imbued autonomous vehicles with the possibility to solve every problem that was ever created in transportation since the beginning of time," said Beth Osborne, a senior policy adviser with the advocacy group Transportation for America. "That might be a tad bit unrealistic."

In Indianapolis, Detroit and Nashville, opponents of major transit investments have argued that buses and trains will soon seem antiquated. In Silicon Valley, politicians have suggested something better and cheaper is on the way. As New York's subway demands repairs, futurists have proposed paving over all that rail instead for underground highways.

Autonomous cars have entered policy debates — if not car lots — with remarkable speed. And everyone agrees that making the wrong bets now would be costly. Cities that abandon transit will come to regret it, advocates warn. Driverless car boosters counter that officials wedded to "19th-century technology" will block innovation and waste billions.

"We are definitely going to have pushback," said Brad Templeton, a longtime Silicon Valley software architect who preaches the potential of "robocars." (He believes the subway paved over in concrete for autonomous vehicles could transport more passengers than rail can.) "I regularly run into people who even when they see the efficiency numbers just believe there is something pure and good about riding together, that it must be the right answer."

His advice to cities: "Infrastructure plans for 2030 are sure to be obsolete."

In some ways, this is a choice we've faced before. The marketing simulations at autonomous car conferences remind Jeffrey Tumlin, a transportation consultant, of Futurama, the 1939 World's Fair exhibit sponsored by General Motors that introduced the public to a future of "magic motorways."

"Nothing has changed at all," said Mr. Tumlin, a principal with the firm Nelson\Nygaard. "It is the 1939 World's Fair, and it is so exciting. There's the model, and traffic is flowing smoothly. And there's this promise of limitless free mobility."

'Please, Please, Please, Please Don't'

If you believe that autonomous cars will compete with transit rather than complement it — or that autonomous ride-hailing will give cities that never built transit something like it — there is appeal in holding out now.

“Don’t build a light rail system now. Please, please, please, please don’t,” said Frank Chen, a partner with the venture capital firm Andreessen Horowitz. “We don’t understand the economics of self-driving cars because we haven’t experienced them yet. Let’s see how it plays out.”

Theoretically, when companies like Uber and Lyft no longer have to pay drivers, rides could be as cheap as bus fare. And when autonomous vehicles platoon, they could squeeze more capacity and speed out of roadways, eroding some of the timesaving advantages of railways.

Technologists also draw an analogy to the internet, infrastructure that was conceived to be simple and uniform, compatible with any application. The intelligence lay in what was built on the internet, not the internet itself. For cities, Mr. Templeton suggests this means “smart cars and stupid roads.” Just lay concrete and let innovators design what rides on top of it. By definition, he said, rail precludes all possibilities other than the train.

Inherent in this idea is the fear that cities will lock in the wrong future, or that they’ll prevent better ideas from arriving. They’ll bet, for example, on docked bike-sharing systems, and then be caught off-guard when dockless scooters arrive.

“I get very nervous when city planners or municipal bus operators are making technology bets,” Mr. Chen said. “That’s hard enough for us, and we live and die by the quality of the technology bets we make.”

Public transportation agencies can certainly be inflexible. Frank Martz, the city manager of Altamonte Springs, Fla., envisioned a service in the late 1990s that was basically Uber before smartphones. He wanted to allow riders to use computers or kiosks to order smaller vehicles with optimized routes. The local transit agency struggled to bring his idea to life.

“They just could not think about anything other than buses and bus lanes, and drivers and unions,” Mr. Martz said. “They could not think about the user.”

This month, Altamonte Springs finished a two-year pilot offering discounts on Uber rides instead, a model that appeals to the belief that private companies can provide these services better anyway.

“I expect by 2030, most transit agencies are going to be zombie agencies that exist mainly to collect taxes from people to pay down their debt,” said Randal O’Toole, a senior fellow with the libertarian Cato Institute who blogs, provocatively, as “The Antiplanner.” In the meantime, he argues that cities should put no new money into infrastructure.

He acknowledged that he believed transit was wasteful for taxpayers long before everyone got excited about driverless cars. But now he and others who say no to transit also have something positive to say. Something better is coming.

Las Vegas Isn’t in a Gambling Mood

Las Vegas has been preparing to build precisely the thing these critics say they shouldn't: the region's first light rail line. The city is running several autonomous pilots, too, but officials aren't sold on the imminent driverless future.

"It's very easy to get caught up in these sensationalized visions," said Tina Quigley, general manager of the Regional Transportation Commission of Southern Nevada. "Some of these visions may eventually come to fruition. But we are not talking about them happening in the next five years even, some of them in the next 10 years."

Many potential benefits of driverless cars won't kick in until there is mass adoption. Even in that distant future, Ms. Quigley said, there simply won't be enough space in the busiest corridors for everyone to ride in an autonomous vehicle.

Highways today can carry about 2,000 cars per lane per hour. Autonomous vehicles might quadruple that. The best rail systems can carry more than 50,000 passengers per lane per hour. They move the most people, using the least space. No technology can overcome that geometry, said Jarrett Walker, a Portland-based transportation consultant.

"Let's talk about what we can predict," he said. "The problem of the city is a problem of sharing space. In 2100, the problem of the city will still be a problem of sharing space."

By that logic, cities should invest even more in high-capacity rail and dedicated bus lanes in key corridors. Autonomous vehicles might handle other kinds of trips — rides from the train station home, or through suburban neighborhoods, or across the parts of Las Vegas without rail.

This possibility is not radically different from today. Uber and Lyft offer the closest approximation to how people will behave in an autonomous future, when consumers use cars they don't own. Both companies are frequently cited by opponents of transit. But they also now back big transit investments, without which their riders in congested cities would be stuck in even worse traffic.

No system of autonomous cars could be more efficient than the New York subway, said Andrew Salzberg, Uber's head of transportation policy and research. Uber needs that transit, just as it will need electric scooters and bikes and the congestion pricing it also supports in New York to ensure that cheaper transportation doesn't simply lead to more traffic.

The efficiency that autonomous vehicles promise is more likely if people share them — and don't use them for every trip.

Cities fixated on that future, however, could be making another risky bet. New forms of transportation like Uber and Lyft are heavily subsidized by venture capital today, and so cities that expect private services to replace public transit are counting on those subsidies, too. They're betting that driverless cars will get here, changing the economics of transportation, before the venture capitalists lose patience.

Emily Badger writes about cities and urban policy for The Upshot from the San Francisco bureau. She's particularly interested in housing, transportation and inequality — and how they're all connected. She joined The Times in 2016 from The Washington Post.

<https://www.nytimes.com/2018/07/20/upshot/driverless-cars-vs-transit-spending-cities.html>

Prosper to McKinney: Hard pass on newly proposed U.S. 380 bypass highway

July 24, 2018

Written by Nanette Light, Staff Writer
Dallas Morning News

PROSPER -- Residents here are fearful of a new unofficial plan to build a new highway near them rather than through the current sites of some McKinney homes and businesses.

A packed town council meeting Tuesday night was the latest in a saga over a proposed highway meant to alleviate traffic jams in growing Collin County. The proposals have pitted neighborhood against neighborhood and is now causing a rift between McKinney and Prosper residents, who say moving the road near them would hinder development in their fast-growing town.

"Do not allow McKinney to move the consequences of their failure to plan for the future onto a neighboring city who has painstakingly planned their future community," said Kathy Seei, a Prosper resident and former Frisco mayor.

Officials have said upgrading U.S. 380 is a top priority for the county, which is expected to double in size before 2030 and surpass the individual populations of Dallas and Tarrant counties by hitting the 3.5 million-resident mark by 2050. In May, Collin County commissioners unanimously approved putting three propositions on the Nov. 6 election ballot to pay for \$750 million in transportation improvements.

Currently, the Texas Department of Transportation's draft proposals to relieve congestion on U.S. 380 wouldn't have much effect on Prosper. The alignments either run along U.S. 380 or run a bypass highway east of Custer, with some options bisecting the Tucker Hill neighborhood in McKinney.

But the proposal hasn't sat well with some McKinney property owners who were upset about the state's official potential routes. They circulated their own unofficial plan to build the freeway west of Custer Road. Doing so would save existing businesses and higher-density neighborhoods of McKinney.

The plan doesn't have sign-off from McKinney City Hall, and state officials say it's not under consideration right now.

Still, Prosper residents, particularly those in the Whitley Place neighborhood, didn't appreciate being drawn into the dispute. The neighborhood of brick-and-stone homes sits directly west of Custer, about one mile north of U.S. 380. While the unofficial McKinney suggestion wouldn't put a highway through the community, it would run a freeway near it and impose on planned commercial opportunities, residents said.

"It seems to me that Southern Land Company, which developed Tucker Hill too closely to U.S. Highway 380, failed to do its homework," said Kenneth Seguin, the president of Whitley Place's homeowners association. "It now proposes to fix its problem on the backs of the people of Prosper and other residents of McKinney who object to the bypass."

Already, the town of Prosper has explicitly stated in a resolution that it ultimately supports converting U.S 380 into a freeway and if necessary a bypass east of Custer. Whitley Place residents also are in favor of this plan.

"Those people in that subdivision ... are in a sense of desperation mode," Prosper council member Jeff Hodges said of McKinney property owners and developers behind the west-of-Custer plan.

The five potential routes proposed by the transportation department as part of its feasibility study will take out some homes and businesses and bisect parts of McKinney. The question of whose land and whose business remains a big question mark, as no one yet knows exactly where -- or even if -- the highway will ever be built.

But the potential routes have galvanized divided residents because of the high stakes. TxDOT has received more than 4,000 responses to its survey for feedback. The department expects to hold three more public meetings in the fall with alignment options possibly narrowed down to two or three.

Stephen Endres, project manager for the transportation department, cautioned residents against worrying too much. He said the west-of-Custer option is a mere suggestion for now, and that choosing an alignment won't be easy.

"I understand when you see something in the newspaper or on social media, people get excited," he said after a presentation on the project to Prosper's Town Council on Tuesday.

But Prosper Town Council members lauded the residents for turning out Tuesday night, even if nothing comes of the McKinney proposal.

"The power of people still exists, and it's proof in this room right here," council member Michael Korbuly said.

<https://www.dallasnews.com/news/prosper/2018/07/24/prosper-mckinney-hard-pass-newly-proposed-us-380-bypass-highway>

Widowed by a Train Accident, Woman Asks North Texas: 'Why Are You Waiting' on New Safety System?

The TRE is behind schedule on the installation of "positive train control" safety equipment

July 25, 2018

By Scott Friedman and Jack Douglas Jr.
NBC5

When Claudia Souser talks about the "journey," she doesn't mean that day on Sept. 12, 2008, when her husband Doyle boarded Train 111 of the Metrolink commuter line in Los Angeles.

She is referring to what has happened since.

"You know, you never think, 'I'm going to be a widow,'" Souser said.

"I'm going to live my life alone and I'm going to raise my kids alone ... It's certainly a journey we didn't think we would ever have," she said.

That's because Doyle died that September day, along with 24 others, when Train 111 barreled through the Chatsworth area of LA, where it slammed head-on into a freight train.

Along with the dead, 135 people were injured.

It was later determined that the train's engineer was texting on his cell phone and failed to stop at a signal.

Souser believes that if her husband's train had been equipped with a computerized safety system – the same system still absent on North Texas' Trinity Railway Express line – her husband would be alive today.

"...there wouldn't have been a crash," she told NBC 5 Investigates in an interview at her home near Los Angeles.

As we reported last month, the TRE, which moves an estimated 8,000 passengers daily between Fort Worth and Dallas, is behind schedule to install the "positive train control" safety equipment, also known as PTC, which is now required by the Federal Railroad Administration.

In fact, it is so far behind, the line is in danger of breaking a deadline set by the FRA, which could then shut the Dallas/Fort Worth commuter line down, officials have said.

PTC is a computerized system that monitors train speeds, sends alerts of potential trouble, and can actually take over and stop a train when necessary.

Its purpose, experts say, is to save lives.

While other, much larger commuter lines in the country are well along in implementing PTC, the Trinity Railway Express had the equipment installed on only three of its 17 trains, and none of the required equipment was on its tracks, when NBC 5 Investigates first reported the story in June.

But in an interview, Reed Lanham, the TRE's vice president of technology, said he was not worried by the delay, and does not feel the absence of the safety equipment is placing passengers at greater risks.

"Well, um, I would not think so. Again, we have not on the TRE had an incident that" PTC

Fort Worth-based Trinity Metro, which runs the TRE, says it has struggled to find funding and contractors, and plans to ask the federal government for a two-year extension of the deadline.

But in Los Angeles, the positive train control system is already up and running on the city's much larger commuter railway – progress pushed along after the crash that killed Doyle Souser.

It was one of the deadliest train accidents in U.S. history.

Reeling from the accident, the city set out to install the positive train control apparatus, a massive, \$200 million system that monitors 500 miles of track from a high-tech command center.

NBC 5 Investigates went to see.

"There was a great deal of skepticism and some just didn't like the idea of PTC because of the cost," said Art Leahy, chief executive officer of Metrolink. "But we were determined to do it because of the consequences of not having it," Leahy said.

Asked whether the computerized control system is making a difference, he said, "One-hundred percent. We haven't had any close calls with PTC in operation."

Knowing the loss caused by a bad train accident, Souser said she is surprised the safety system isn't already on track at the Trinity River Express, as well as at some other commuter lines across the country.

"It's the right thing to do, and it should be done..." she said, adding, "Why are you waiting?"

A Trinity Metro spokesperson told NBC 5 Investigates their CEO and board president were unavailable for comment.

They sent a statement saying "the TRE is committed to the safety of its patrons and operates today with a critical safety system in place. The TRE will continue to work toward full PTC implementation to enhance this safety system."

They hope to have PTC in place sometime next year.

Trinity Metro is also building a new billion-dollar rail line connecting Downtown Fort Worth to DFW Airport -- it's scheduled to open in January. But the agency said that new line won't have PTC fully implemented until the end of 2020.

<https://www.nbcdfw.com/investigations/Widowed-by-a-Train-Accident-Woman-Asks-North-Texas-Why-Are-You-Waiting-on-Safety-489181771.html>

Editorial: There may be an agreement for building a blocked I-35W segment. Put it in writing

July 25, 2018
Fort Worth Star-Telegram

Good news. There appears to be a thaw in the standoff over expanding a congested section of I-35W that's been blocked by powerful anti-toll lane proponents in Austin — including the Governor and Lt. Governor.

Never mind that the state legislature approved this six-mile section in 2009 before supporting toll roads marked some politicians for extinction. As we said in a previous editorial: There was a deal, don't break promises.

The segment in question, known as 3C, stretches from U.S. 287 north to Denton County near Fort Worth Alliance Airport, where motorists can spend half a lifetime sitting in gridlock.

Gov. Greg Abbott and Lt. Gov. Dan Patrick stopped the project cold because they don't want state money used to add managed lanes, which are toll lanes that cost differing amounts depending on when you're using them.

State money is actually just a tiny piece of this \$762 million project — about \$18 million, which would come from gasoline and diesel taxes and annual vehicle registration fees. The biggest chunk of funding would come through federally backed loans and private activity bonds.

So the real issue isn't state money, it's politics.

"It goes back to one person," said Vic Suhm, executive director of the Tarrant Regional Transportation Coalition, a group of business and community leaders who have pressed for this road project.

Every member of the Texas Transportation Commission, which approves major road projects, is appointed by the governor.

"So you don't want to p.o. the Governor," Suhm said of Abbott, who has made it clear he doesn't want state money paying for toll projects.

This project calls for rebuilding and expanding the number of non-tolled lanes, and adding two tolled lanes in each direction.

Earlier this year, Suhm's organization and other Fort Worth-area businesses organized a letter writing campaign urging TXDOT to keep the promise and build 3C. He says TXDOT was flooded with at least 550 letters including many from influential North Texans.

Tarrant County Commissioner Gary Fickes, whose precinct includes this gridlocked area, believes the letters moved political opposition and an agreement is in the works.

But trying to nail down the details of approval involved a couple days of contacting involved parties who referred us to others, who sent us elsewhere.

Finally, Tuesday afternoon, the Texas Department of Transportation (TXDOT) sent a statement to this Editorial Board saying segment 3C “was considered and determined to be an existing agreement” so the project will move forward.

We “anticipate finalizing the contract by the end of the year,” the statement said.

That’s promising, but let’s get the commitment in writing.

We’re in the midst of a campaign season when politicians tend to flip like burgers on a hot griddle. And toll-road opponents are apt to raise a ruckus as November elections get near.

So we’d like to see a signed agreement before November that confirms help is on the way for one of the most congested areas in Tarrant County. We don’t want mid-term hiccups to add new obstacles.

<https://www.star-telegram.com/opinion/editorials/article215523415.html>

FAA lays down the law on drone regulations

The federal agency has reaffirmed its authority over state and local government in managing the national airspace.

July 25, 2018
By Ryan Duffy
StateScoop

The Federal Aviation Administration is the lone policing authority of drones in the sky, the agency recently announced, though state and local authorities still have some leeway to determine take-off and landing areas.

The agency released a statement last week to clarify who controls what, and nearly always, the FAA implied, it's the federal government.

“State and local governments are not permitted to regulate any type of aircraft operations, such as flight paths or altitudes, or the navigable airspace,” the FAA said in the statement.

Congress has vested the power to regulate aviation safety, navigable airspace, and air traffic control to the FAA, the statement said. As such, cities and municipalities are not allowed to promulgate their own rules that regulate the flying of drones.

But states, cities, and local governments can regulate aircraft landing sites, the FAA said, based on laws that are reserved to states and localities. The decision reaffirms the conclusion of a 2016 report from the National League of Cities.

The announcement comes as all levels of government are still mulling how to regulate, integrate, and police the widely proliferating emerging technology. The FAA has shown flexibility with its rules and regulations in recent years — waivers and permits required for drone operation have become easier to obtain and are now required for fewer applications than in years past.

The FAA's statement added that the Department of Transportation's Unmanned Aircraft Systems Pilot Program, which is currently underway, will provide “the FAA with insight on how to best involve local jurisdictions in the integration of UAS into the airspace.”

In early May, Secretary of Transportation Elaine Chao announced that 10 state, local, and tribal governments had been selected as participants for the pilot program. The program is meant to foster safe UAS integration, with the goals of balancing local and national interests, improving communications between the different levels of government, and addressing security and privacy concerns.

The participants in the pilot program are working with partners in the private sector to test out various operations, such as night flights, flying over people, navigating aircraft beyond the line of sight, delivering packages, and more.

Drones already have a wide range of commercial applications, and the field is predicted by analysts to expand widely in the future. In 2016, investment banking firm Goldman Sachs predicted the drone market would grow to \$100 billion by 2020.

<https://statescoop.com/faa-lays-down-the-law-on-drone-regulations>



TEXAS OFFICIALS CONFIRM HYPERLOOP AS TECHNOLOGY OPTION FOR DALLAS-ARLINGTON-FT. WORTH HIGH SPEED CORRIDOR

Following Visits to the Virgin Hyperloop One Test Site in the Nevada Desert and its California Innovation Campus, the Dallas-Ft. Worth Regional Transportation Council Announces Intention to Evaluate Hyperloop Technology in Dallas-Arlington-Ft. Worth Project's Environmental Impact Study

The Agency Will Also Undertake Conceptual Feasibility Study Considering Hyperloop for Longer Fort Worth to Laredo Corridor

DALLAS-FORT WORTH, Texas, JULY 11, 2018 – Today, the Dallas-Fort Worth Regional Transportation Council (RTC) announced that it will explore hyperloop technology for two major transportation initiatives across the state. This announcement follows a [recent visit](#) to Virgin Hyperloop One's full-scale test track in the Nevada Desert, where the delegation examined the next-generation technology firsthand, and met with engineers at the company's Innovation Campus in Los Angeles. Hyperloop is a new mode of transportation that allows vehicles to travel at very high speeds with minimal aerodynamic resistance by operating in a low pressure environment utilizing next-generation magnetic levitation technology.

"The RTC is all about bringing innovation to the transportation system in the Dallas-Fort Worth region and hyperloop would be an exciting technology to add," said Gary Fickes, Tarrant County Commissioner and Chair of the Regional Transportation Council. "I think the future's very bright for hyperloop and its use in the Dallas-Fort Worth region."

"The Dallas-Fort Worth Regional Transportation Council has proven itself as forward-thinking agency that wants to give its region a competitive edge by leveraging next-generation technology," said Rob Lloyd, CEO of Virgin Hyperloop One. "Virgin Hyperloop One is excited to pursue these projects, which would transform what are now separate metropolitan areas into one economic megaregion connected by high speed transport."

Dallas, Arlington and Fort Worth Environmental Impact Statement

Later this year, the RTC will issue a Request for Proposals for a consultant team to complete the Tier 2 Environmental Impact Statement (EIS) for a high-speed corridor connecting Dallas, Arlington and Fort Worth. The RTC wants to consider both hyperloop technology and traditional



high-speed rail in the environmental study of the route. A preliminary analysis by Virgin Hyperloop One engineers estimated a six minute hyperloop trip between Dallas and Ft. Worth.

“As our region grows from 7.2 million people now up to 11.2 million by 2045, we are planning a transportation system that offers choices to our residents. Adding an option like hyperloop to the existing system of roadways, rail transit, bicycle/pedestrian facilities and high-speed rail to Houston would expand the system in an exciting way,” said Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments. “Connecting other regions in Texas through hyperloop would open up economic opportunities throughout the state.”

Fort Worth - Waco - Temple-Killeen - Austin - San Antonio - Laredo Feasibility Study

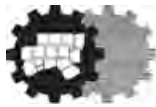
In addition, the RTC has provided funding and has obtained additional funding commitments to undertake a conceptual feasibility study of high-speed technology including hyperloop to connect Fort Worth, Waco, Temple-Killeen, Austin, San Antonio and Laredo. This corridor will be requested to move into a more detailed Tier 2 EIS following the feasibility study.

Press Assets:

To view video footage from the Dallas-Ft. Worth Regional Transportation Council on-site visit to Virgin Hyperloop One’s Test Facility, as well as hyperloop testing footage click [here](#). Virgin Hyperloop One media images can be accessed at: <https://hyperloop-one.com/media-gallery>

About The Dallas-Ft. Worth Regional Transportation Council

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



About Virgin Hyperloop One

Virgin Hyperloop One is the only company in the world that has built a fully operational hyperloop system. Last year, Virgin Hyperloop One set a historic [test speed record of nearly 240 miles per hour](#) (387 kilometers per hour, 107 meters per second) on only 300 meters of acceleration during testing at DevLoop, the world's first full-system hyperloop test site located in North Las Vegas, Nevada.

The hyperloop will differ from other fixed guideway modes of transportation by offering on-demand solutions and no fixed schedule. Passengers will be able to depart as soon as they arrive. The system will be dynamic with the ability to deploy pods based on up-to-the-second data points that continually optimize departures and arrivals.

For more information, visit www.hyperloop-one.com.

Contacts

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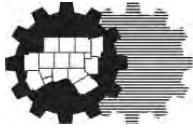
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Council of Governments

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NCTCOG Seeks Input on Update to 10-Year Plan

Public invited to comment July 23 on improving mobility in North Texas

July 19, 2018 (Arlington, Texas) – The Regional 10-Year Plan, which identifies major projects to be implemented in Dallas-Fort Worth, will be presented at a public meeting at 6 p.m. July 23 in Arlington.

Residents will have the opportunity to provide input on the Regional Transportation Council's list of amended projects and hear details about the project prioritization process. The North Central Texas Council of Governments has coordinated regularly with the Texas Department of Transportation regarding project revisions, resulting in the updated list. The expansion of Interstate Highway 635 East and the southeast corridor in Fort Worth are among the updated projects in the 10-year plan.

Allocated by the Texas Transportation Commission, the 10-year plan contains more than \$7 billion in transportation funding in the Dallas-Fort Worth area. The plan is required by House Bill 20 and must consider congestion, safety, economic development, available funding, air quality and socioeconomic effects. By concentrating on these areas, the RTC and NCTCOG hope to improve mobility throughout the 12-county Dallas-Fort Worth area.

Additionally, staff will address highway corridors being designated by the Federal Highway Administration for various alternative fuels. The presentation will cover the status of corridor designations in Texas, NCTCOG's involvement and what drivers can expect to see in the near future.

Proposed modifications to the list of funded projects will also be highlighted, along with AirCheckTexas Drive a Clean Machine and the Regional Smoking Vehicle Program.

Watch the meeting live at www.nctcog.org/video. For more information on the public meeting, visit www.nctcog.org/input.

Public Meeting Details

What: Transportation public meeting

When: Monday, July 23, 2018, 6 p.m.

Where: North Central Texas Council of Governments
616 Six Flags Drive
Arlington, TX 76011

About the Regional Transportation Council:

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

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.

For more news from the NCTCOG Transportation Department, visit www.nctcog.org/trans/outreach/media.

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

FY 2017 - FY 2028

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Inflated Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2028									Path A, B, or C	
												1	2	3	4	5	6	7	8	9		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
												\$1,303,118,400	\$2,644,358,026	\$50,000,000	\$550,520,000	\$1,131,307,612	\$710,202,000	\$1,704,313,679	\$208,392,000	\$102,000,000		
Collin	54005	2351-01-017	FM 2478	FM 1461 to US 380	Widen two lane rural highway to four lane divided; Realign intersection at FM 1461; Six lane ultimate	Jun-2017	Sep-2020	2021		\$34,793,244	\$34,793,244		\$34,793,244									C
Collin	54005.1	2351-02-014	FM 2478	FM 1461 to North of FM 1461	Widen two lane rural highway to four lane divided; Six lane ultimate; Realign intersection of FM 1461	Jun-2017	Sep-2020	2021	Project split out from TIP 54005/CSJ 2351-01-017	\$3,985,550	\$3,985,550		\$3,985,550									C
Collin	55038	2679-03-015	FM 2514	East of Lavon Parkway to North of Drain Drive	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	Apr-2018	Apr-2021	2021		\$11,167,795	\$11,167,795		\$11,167,795									C
Collin	55037	2679-03-016	FM 2514	North of Drain Drive to Brown Street	Widen facility from 2 lane to 4 lane urban divided (ultimate 6 lane divided)	Apr-2018	Apr-2021	2021		\$20,179,763	\$20,179,763		\$20,179,763									C
Collin	83209	2056-01-042	FM 2551	FM 2514 to FM 2170	Reconstruct and widen 2 lane rural to 6 lane urban divided	Nov-2010	Jan-2020	2020		\$44,570,571	\$44,570,571		\$44,570,571									C
Collin	TBD		North/South Roadways	West and East of Lake Lavon			Aug-2025	2025	Feasibility study being done by NCTCOG	TBD	\$250,000,000		\$150,000,000				\$100,000,000					C
Collin			Regional Outer Loop	DNT to SH 121					Working on local environmental document; Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to North/South Roadways and US 380 project	\$0	\$0		\$0									A
Collin			Regional Outer Loop	US 380 to Rockwall County Line; North/South Arterial					Collin County desires that local funds be used on Regional Outer Loop, so federal funds moved to US 380 project	\$0	\$0		\$0									A
Collin	13015	0549-03-024	SH 121	Collin County Outer Loop to North of FM 455	Reconstruct and widen from 2 lane to 4 lane rural divided; Construct 0 to 4 lane discontinuous access road and FM 455 interchange	Feb-2018	Sep-2020	2021		\$59,106,924	\$50,329,445				\$50,329,445							C
Collin	55073	0451-03-013	SH 205	North of John King to SH 78	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)	May-2019	Sep-2020	2021		\$33,000,000	\$28,654,950		\$28,654,950									C
Collin	13010	0047-09-034	SH 5	Frisco Rd (N of FM 1378) to Spur 399	Reconstruct 2 lane undivided roadway to 4 lane divided urban roadway (ultimate 6 lanes)	Dec-2019	Feb-2023	2028		\$14,000,000	\$10,000,000		\$10,000,000									C
Collin	13026	0047-05-054	SH 5	Spur 399 to SH 121	Reconstruct and widen 2/4 lane undivided roadway to 4/6 lane divided urban roadway	Dec-2019	Sep-2022	2023		\$75,900,000	\$75,900,000		\$75,900,000									C
Collin	TBD		US 380	Denton County Line to Hunt County Line		Dec-2021	Aug-2026	2026	Portion of Category 2 funding reduced due to the Merritt Road swap; Received Category 2 funds from Regional Outer Loop project	\$350,000,000	\$350,000,000		\$168,000,000		\$150,000,000		\$32,000,000					C
Collin	13044	0047-06-161	US 75	At Ridgeview	Reconstruct interchange (at Ridgeview)	Mar-2019	Jun-2022	2022	TxDOT to request regular Category 12 from the State	\$27,000,000	\$25,000,000						\$25,000,000					A
Collin	13025	0047-14-084	US 75	North of FM 455 to CR 370	Construct interchange	Jun-2012	Jan-2018	2018	Low bid amount of \$19,863,387	\$19,863,387	\$19,863,387		\$19,863,387									A
Collin	35004	0816-04-101	FM 455	US 75 to CR 286	Reconstruct and widen 2 lane rural to 4 lane divided	Feb-2018	Jun-2018	2019	Funds are Proposition 1, Category 4	\$2,300,000	\$2,300,000				\$2,300,000							A
Collin	20083	2679-02-008	FM 2514	FM 2551 to West of FM 1378	Widen 2 lane rural to 4 lane (Ultimate 6 lane) urban roadway including new pedestrian improvements and left/right turn lanes		May-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Also has \$2,000,000 RTR and \$1,202,000 CMAQ	\$16,802,000	\$13,600,000		\$13,600,000									A
												Total Funding - Collin County									\$940,344,705	
Dallas	55240	2374-04-085	IH 20	West of Cockrell Hill Road to Hampton Road	Construct 0 to 4 lane frontage road		Dec-2021	2022		\$20,000,000	\$20,000,000		\$20,000,000									A
Dallas	13030	0009-11-181	IH 30	IH 35E to IH 45	Reconstruct and widen 6 to 12 mainlanes and reconstruct and widen 0/2 lane discontinuous to 2/8 lane continuous frontage roads	Jun-2020	Sep-2022	2023		\$25,000,000	\$25,000,000						\$25,000,000					B
Dallas	13043	0009-11-129	IH 30	IH 45 to Bass Pro Drive	Reconstruct 4/6/8 lane discontinuous to 4/6 lane continuous frontage roads; IH 45 to US 80; Reconstruct and widen 8 to 10 mainlanes with 1 reversible HOV to 2 reversible managed lanes; US 80 to IH 635: Reconstruct 6 to 6 mainlanes with 1 reversible HOV lane to 1 reversible managed lane; IH 635 to Bass Pro: Operational improvements	Jun-2020	Sep-2023	2024		\$1,341,000,000	\$25,000,000						\$25,000,000					B
Dallas	55169	0009-11-241	IH 30	Bass Pro Drive to Dalrock Road	Construct 0 to 6 lane frontage roads, Bayside bridge, and ramp modifications; Reconstruct Dalrock interchange	Sep-2018	Mar-2021	2021	Requesting Category 12 funds from the TTC; If request is not granted, project will be funded with Category 4 funds	\$127,574,879	\$120,574,879						\$120,574,879					B

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

FY 2017 - FY 2028

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Inflated Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2028									Path A, B, or C				
												1	2	3	4	5	6	7	8	9					
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt					
Dallas	52527	1068-04-119	IH 30	SH 161 to NW 7th Street	Construct 0 to 4 lane frontage roads	Dec-2016	Jun-2018	2018	Low bid amount of \$24,549,664; Leave excess funding on project for change orders	\$27,000,000	\$27,000,000													A	
Dallas	54033	1068-04-149	IH 30	NW 7th Street to Belt Line Road	Construct 0 to 2/3 lane westbound frontage road and ramp modifications	Dec-2016	Jun-2018	2018	Low bid amount of \$13,291,213; Category 11 funds used to fund the remainder of the project	\$13,291,213	\$11,000,000								\$11,000,000						A
Dallas	13018	0581-02-146	IH 30	At SL 12	Construct direct connectors (Phase 1)		Sep-2026	2028		\$50,000,000	\$50,000,000											\$50,000,000			A
Dallas	13000	1068-04-170	IH 30	Dallas County Line to SH 161	Reconstruct and widen from 6 to 8 general purpose lanes with 2 reversible express lanes and construct 0 to 4 lane continuous frontage roads; Modifications to SH 161 connections		Jan-2021	2021	Portion of Fort Worth's Category 4 funds to be used	\$9,000,000	\$9,000,000								\$9,000,000						A
Dallas	55094	0442-02-159	IH 35E	US 67 to Laureland Drive	Construct 0 to 1 reversible express lane		Jan-2024	2028		\$60,000,000	\$60,000,000								\$23,000,000		\$37,000,000				A
Dallas	13012.2	0196-03-274	IH 35E	IH 635 to Denton County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 general purpose lanes (IH 635 to SH 121); Reconstruct 6 to 8 collector distributor lanes (SH 121 to Denton C/L) (IH 35E Phase 2)		Aug-2026	2026		\$683,905,520	\$262,044,414		\$262,044,414												A
Dallas	55067	0092-14-088	IH 45	Lenway St. to Good Latimer	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	Mar-2017	Apr-2019	2019		\$26,327,302	\$26,327,302			\$26,327,302											A
Dallas	54111	2374-01-171	IH 635	At Skillman/Audelia	Interchange improvements	Jun-2015	Aug-2019	2019	Project has Category 12 funds from the MPO Revolver Swap; \$9,049,174 of Category 2 funds being used for ENG	\$69,377,000	\$69,377,000			\$65,000,000								\$4,377,000			A
Dallas	55165.1	2374-01-183	IH 635 (E)	East of US 75 to Miller Road	Widen 8 to 10 general purpose lanes and reconstruct existing 4/8 lane discontinuous to 4/6 lane continuous frontage roads		Jul-2020	2020	\$63,071,347 of Category 12 funds being used for ENG and UTIL	\$385,988,661	\$385,988,661							\$385,988,661							B
Dallas	55165.2	2374-01-190	IH 635 (E)	East of US 75 to Miller Road	Reconstruct existing 2 to 2 managed lanes		Jul-2020	2020	\$6,646,521 of Category 2 funds being used for ENG; Project split out from TIP 55165.1/CSJ 2374-01-183	\$50,956,661	\$50,956,661			\$50,956,661											B
Dallas	55060.1	2374-01-137	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/6 lane continuous frontage roads		Jul-2020	2020	\$34,821,750 of Category 2 funds and \$2,044,646 of Category 4 funds being used for ENG and UTIL	\$230,221,536	\$230,221,536			\$34,821,750			\$175,000,000			\$20,399,786					B
Dallas	55060.2	2374-01-191	IH 635 (E)	Miller Road to West of the KCS RR (West of SH 78)	Reconstruct existing 2 express to 2 managed lanes		Jul-2020	2020	\$4,650,021 of Category 2 funds being used for ENG; Project split out from TIP 55060.1/CSJ 2374-01-137	\$35,650,161	\$35,650,161			\$35,650,161											B
Dallas	55075.1	2374-02-053	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Widen 8 to 10 general purpose lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads		Jul-2020	2020	Construction also funded with \$25M CMAQ, \$92,857,142 STBG, \$108,338,878 TxDOT PE/ROW, and \$6,550,925 Category 11; \$58,797,257 of Category 2 funding being used for ENG and UTIL	\$323,358,493	\$90,147,610			\$58,797,257				\$31,350,353							B
Dallas	55075.2	2374-02-152	IH 635 (E)	West of the KCS RR (West of SH 78) to IH 30	Reconstruct existing 2 express to 2 managed lanes		Jul-2020	2020	Construction also funded with \$7,142,858 STBG; \$24,276,492 of Category 2 funding being used for ENG; Project split out from TIP 55075.1/CSJ 2374-02-053	\$186,119,772	\$178,976,914			\$178,976,914											B
Dallas	55075.3	2374-02-153	IH 635 (E)	At IH 30	Reconstruct interchange		Jul-2020	2020	Construction also funded with \$25,000,000 STBG, \$91,661,122 TxDOT PE/ROW, and \$150,000,000 in toll revenue; \$46,837,523 of Category 2 funding used for ENG and UTIL; Project split out from TIP 55075.1/CSJ 2374-02-053; Cat 2 increased in lieu of toll revenue	\$278,620,856	\$128,566,595			\$128,566,595											B
Dallas	54119	2964-10-005	SL 9	IH 35E to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6)	Sep-2017		2045	10-Year Plan funds moved to TIP 54119.1/CSJ 2964-10-008, TIP 54119.2/CSJ 2964-10-009, TIP 54119.3/CSJ 2964-12-001, and TIP 54119.4/CSJ 2964-12-002; This project now represents the ultimate project	\$0	\$0							\$0							
Dallas	54119.1	2964-10-008	SL 9	IH 35E to Dallas/Ellis County Line	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS, sidewalks, and turn lanes	Sep-2017	Mar-2021	2022	Project split out from TIP 54119/CSJ 2964-10-005	\$94,333,544	\$55,133,040			\$16,563,966							\$38,569,074				A
Dallas	54119.2	2964-10-009	SL 9	Ellis/Dallas County Line to IH 45	Construct 0 to 2 lane frontage roads (ultimate 6) including ITS, sidewalks, and turn lanes	Sep-2017	Mar-2021	2022	Project split out from TIP 54119/CSJ 2964-10-005	\$59,795,622	\$60,423,423			\$18,153,388							\$42,270,035				A
Dallas	54069	2964-01-048	SH 161	South of SH 183 to North of Belt Line Road	Widen and reconstruct 4 (6 lanes during peak period) to 8 general purpose lanes	Jan-2018	Jun-2018	2018	Project let in June 2018 for \$20,927,948; Leave excess funds on project for change orders	\$20,927,948	\$25,000,000					\$25,000,000									A
Dallas	53003	0094-03-060	SS 482	At SH 114 and SH 183	Reconstruct interchange (Phase 2)		Aug-2023	2023	Moving funding from SH 183 corridor to this project	\$210,000,000	\$210,000,000							\$210,000,000							A

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

FY 2017 - FY 2028

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Inflated Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2028									Path A, B, or C	
												1	2	3	4	5	6	7	8	9		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
												\$1,303,118,400	\$2,644,358,026	\$50,000,000	\$550,520,000	\$1,131,307,612	\$710,202,000	\$1,704,313,679	\$208,392,000	\$102,000,000		
Dallas	11527	0581-02-124	SL 12	At SH 183	Reconstruct interchange (Phase 2)		Aug-2023	2023	Moving funding from SH 183 corridor to this project	\$210,000,000	\$210,000,000							\$210,000,000			A	
Dallas			SH 183	PGBT Western Extension (SH 161) to SL 12					Funding moved to TIP 53003 and 11527	\$0	\$0		\$0									A
Dallas			SH 183	SL 12 to SH 114					Funding moved to TIP 11527	\$0	\$0		\$0									A
Dallas	53198	0094-07-044	SH 183	1 mile East of Loop 12 to West end of Elm Fork Trinity River Bridge	Reconstruct existing 8 general purpose lanes, 2 to 6 concurrent Managed Lanes, and 4/6 discontinuous to 6/8 lane continuous frontage roads (Ultimate)		Aug-2027	2027	Funding moved to TIP 11527	\$0	\$0		\$0									A
Dallas	54072	0094-07-045	SH 183	West End of Elm Fork Trinity River Bridge to West of IH 35E	Reconstruct and widen 6/8 to 6/8 general purpose lanes, 2 to 2/6 Managed Lanes and reconstruct 4/6 lane discontinuous to 4/8 lane continuous frontage roads (Ultimate)		Aug-2027	2027	Funding moved to TIP 11527	\$0	\$0		\$0									A
Dallas	55065	0092-01-059	SH 310/SM Wright Interchange	Pennsylvania Avenue to North of Al Lipscomb Way	Reconstruct IH 45 and SM Wright Interchange (Phase 2B)	Mar-2017	Mar-2019	2019		\$10,063,900	\$10,100,000		\$10,100,000									A
Dallas	13032	0009-02-067	SH 78	At Gaston Ave	Reconfigure intersection with sidewalk improvements	May-2019	Aug-2021	2022	August 2017 RTC Proposition 1 Adjustment; Remainder of project funded with \$4,500,000 of CMAQ funds	\$5,500,000	\$1,000,000		\$1,000,000									C
Dallas	55120	0197-02-124	US 175	West of East Malloy Bridge Rd. to Kaufman County Line	Ramp modifications	Nov-2018	Apr-2019	2019		\$2,163,200	\$2,163,200		\$2,163,200									A
Dallas	53109	0095-02-107	US 80	East of Town East Blvd. to Belt Line Road	Reconstruct and widen 4 to 6/8 mainlanes and 2/6 to 4/6 lane frontage roads and reconstruct IH 635 interchange	Jun-2019	Jun-2021	2021		\$386,214,458	\$105,000,000				\$105,000,000							B
Dallas	53110	0095-02-096	US 80	Belt Line Road to Lawson Road	Reconstruct and widen 4 to 6 mainlanes and 2/4 to 4/6 lane continuous frontage roads		Jun-2021	2023	Project split out from TIP 53109	\$163,960,872	\$100,000,000				\$100,000,000							B
Dallas			Dallas County Contingency						Contingency for Dallas County projects		\$300,000,000						\$300,000,000					A/B
Dallas	35000	0430-01-057	SH 352	North of Kearney Street to US 80 EB Frontage Road	Reconstruct 4 lane undivided rural to 4 lane divided urban roadway with intersection and sidewalk improvements		Apr-2019	2019	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Remainder of construction funded with \$701,700 CMAQ and \$400,000 Category 11; Category 12 funds are part of MPO Revolver Swap	\$10,726,868	\$9,915,000		\$7,900,000				\$2,015,000					A
Dallas	55112	0353-05-120	SL 12	At Skillman	Reconstruct grade separation as a single point urban interchange (SPUI)		Jan-2022	2022	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$1,116,185 of Category 1 funds	\$18,316,185	\$17,200,000				\$17,200,000							A
											Total Funding - Dallas County									\$2,911,766,396		
Denton	83255	0816-02-072	FM 455	West of FM 2450 to East of Marion Road	Reconstruct and widen 2 lane rural highway to 4 lane divided urban	Feb-2018	May-2021	2021		\$42,817,890	\$42,817,890		\$42,817,890									C
Denton			Greenbelt/Regional Outer Loop	At FM 428						\$50,000,000	\$50,000,000		\$50,000,000									A
Denton	TBD	0196-01-109	IH 35E	At Mayhill Road	Reconstruct interchange		May-2021	2021	Split from TIP 25033.2/CSJ 0196-02-125	\$46,212,969	\$46,212,969		\$46,212,969									A
Denton	25033.2	0196-02-125	IH 35E	Turbeville Road to FM 407	Reconstruct existing 4 general purpose lanes (NB only); Widen and convert 2 lane reversible to 4 lane concurrent managed lanes; Widen 4/6 lane continuous to 4/8 lane continuous frontage roads		May-2028	2028		\$663,409,414	\$84,847,031		\$84,847,031									A
Denton	13033	0196-02-124	IH 35E	FM 407 to Dallas County Line	Reconstruct and convert 2 reversible to 4 concurrent managed lanes; Reconstruct 6 to 6/8 collector-distributor lanes (Dallas C/L to SH 121); Reconstruct 8 to 8 general purpose lanes (SH 121 to FM 407); Reconstruct 2/6 to 2/8 continuous frontage (FM 407 to SRT/SH 121); and reconstruct 4/6 to 2/6 continuous frontage from (SRT/SH 121 to Dallas C/L)		Aug-2026	2026		\$957,611,088	\$164,000,000		\$164,000,000									A
Denton	55104	0135-10-057	US 377/380	SL 288 to US 377/US 380 Intersection	Add raised median with left turn lanes, add right turn lanes and re-stripe for shared use	Jun-2018	May-2021	2021	Also has \$95,000 local and \$665,000 CMAQ	\$18,448,040	\$17,839,014		\$17,839,014									C
Denton	20096	0135-10-050	US 380	US 377 to CR 26 (Collin County Line)	Widen 4 to 6 lanes divided urban with new grade separations at FM 423, FM 720, Navo Rd., Teel Pkwy, and Legacy Drive with sidewalk improvements	Jun-2018	May-2021	2021	Construction also funded with \$56,200,000 CMAQ and \$22,277,120 STBG	\$129,360,761	\$51,250,941		\$51,250,941									C

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

FY 2017 - FY 2028

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												1	2	3	4	5	6	7	8	9		
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt		
Denton	20118	0081-04-025	US 377	IH 35E to South of FM 1830	Widen 2 lane to 6 lane urban divided section with sidewalk improvements		Jul-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$12,156,936 2MP1, \$10,471,047 4P1, & \$2,901,189 CMAQ	\$26,627,983	\$1,098,811		\$1,098,811									A
Denton	20215	0081-04-035	US 377	At UP RR Overpass (0.4 miles South of IH 35E)	Replace with 6 lane overpass (2 to 6 Lanes)		Jul-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$2,269,248 2MP1 & \$4,019,642 of 4P1	\$7,788,890	\$1,500,000		\$1,500,000									A
Denton	51060	0353-02-053	SH 114	At UP RR Underpass in Roanoke DOT No 795 342V	Replace railroad underpass and improve BS 114-K drainage		Nov-2018	2019	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,000,000 of bridge funds and \$552,921 of CMAQ	\$10,123,776	\$7,500,000		\$7,500,000									A
Denton	20120	0081-03-048	US 377	From Henrietta Creek Rd. to SH 114 (Section 5)	Reconstruct and widen 2/4 to 4 lane divided urban		Nov-2018	2019	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$863,844 of Category 1 & \$1,922,275 of CMAQ	\$14,836,119	\$12,050,000		\$12,050,000									A
											Total Funding - Denton County										\$479,116,656	
Ellis	13020	1324-02-027	FM 1387	Midlothian Parkway to FM 664	Reconstruct and widen from 2 lane undivided rural to 4 lane urban divided (6 lane ultimate)	Dec-2019	Dec-2022	2023		\$70,000,000	\$25,000,000		\$25,000,000									C
Ellis	13034	0442-03-042	IH 35E	At FM 664	Reconstruct interchange	Jun-2019	Sep-2021	2022		\$29,246,463	\$29,246,463			\$29,246,463								A
Ellis	13029	0092-03-053	IH 45	At FM 664	Construct interchange	Jun-2019	Sep-2021	2022		\$40,419,966	\$34,000,000								\$34,000,000			A
Ellis	13028	1051-01-052	FM 664	FM 1387 to Westmoreland Road	Reconstruct and widen 2 lane rural to 4 lane divided urban roadway (Ultimate 6 lane)	Jun-2020	Sep-2023	2024		\$32,145,761	\$32,145,761		\$32,145,761									C
Ellis	13035	1051-01-051	FM 664	IH 35E to IH 45	Widen 2/4 lane rural highway to 6 lane urban	Jun-2019	May-2023	2023		\$197,275,168	\$25,000,000		\$25,000,000									C
Ellis	55092	0048-04-090	IH 35E	US 77 North to US 77 South (IH 35E Waxahachie CAP/MAIN Phase 2)	Reconstruct 5 interchanges (Bus 287/US 287 Bypass/Lofland/Butcher (FM 387)/Sterret Rd.) and frontage roads and ramp modifications	Feb-2019	Aug-2022	2022	Funding moved to TIP 13042/CSJ 0048-04-094	\$0	\$0			\$0								A
Ellis	35001	0172-05-115	US 287	at Walnut Grove Road	Reconstruct intersection	Apr-2017	Jun-2019	2019		\$26,700,000	\$26,700,000			\$26,700,000								A
Ellis	11751	1051-01-037	FM 664	(On Ovilla Road) from Westmoreland Road to IH 35E	Widen 2 lanes to 6 lanes urban divided including intersection improvements along Ovilla Road/FM 664 with sidewalk improvements		May-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project also has \$3,433,608 CMAQ & \$15,713,331 Category 7; Low bid in 5/2018 was \$28,247,127, leaving funds in for change orders	\$30,000,000	\$17,100,000		\$17,100,000									A
Ellis	13042	0048-04-094	IH 35E	At FM 387 (Butcher Road)	Construct grade separation and reconstruct 4/6 lane frontage roads		Sep-2020	2021	Funding from TIP 55092/CSJ 0048-04-090	\$42,000,000	\$42,000,000			\$42,000,000								A
Ellis	54119.3	2964-12-001	SL 9	From IH 35E to Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS, sidewalks, and turn lanes	Sep-2017	Mar-2021	2022	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$2.5M CMAQ	\$9,513,170	\$7,013,170		\$1,291,900						\$5,721,270			A
Ellis	54119.4	2964-12-002	SL 9	Dallas/Ellis County Line to Ellis/Dallas County Line	Construct 0 to 2 lane frontage roads (Ultimate 6) including ITS, sidewalks, and turn lanes	Sep-2017	Mar-2021	2022	Breakout of SL 9 project originally listed in Dallas County (TIP 54119/CSJ 2964-10-005); Project also has \$2.5M CMAQ	\$10,393,729	\$10,370,367		\$3,930,746						\$6,439,621			A
											Total Funding - Ellis County										\$248,575,761	
Hood	54114	0080-11-001	US 377	Johnson/Hood County Line to South of SH 171	Construct 0 to 4 lane divided roadway with interchange at US 377 and BU 377; Grade separation at FWWR and SH 171	Jun-2017	Aug-2018	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project also has \$11,800,000 in local funding from Hood County	\$41,000,000	\$41,000,000	\$41,000,000										A
											Total Funding - Hood County										\$0	
Hunt	13052	2659-01-010	FM 1570	IH 30 to SH 66	Construct 2 lane to 4 lane divided with shoulders (HMAC pavement and RR crossing) North project	Jan-2020	May-2024	2024		\$15,000,000	\$15,000,000			\$15,000,000								C
Hunt	13039	2658-01-013	FM 2642	FM 35 to SH 66	Widen 2 lane to 4 lane divided urban with sidewalks	Sep-2019	Sep-2022	2022	Project also has \$11,485,840 of Category 7 funds	\$17,035,840	\$5,550,000		\$5,550,000									C
Hunt	13050	0009-13-167	IH 30	At FM 1570	Construct interchange	Dec-2019	Jun-2022	2022	Project was awarded Category 12 funds by the TTC; Project also has \$8,000,000 of Category 7 funds	\$30,000,000	\$22,000,000									\$22,000,000		B
Hunt	13053		SH 24/SH 11	Culver Street to Live Oak Street and SH 11 from SH 24 to Monroe Street	Construct pedestrian safety and traffic calming improvements					\$4,900,000	\$4,900,000		\$4,900,000									C

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FY 2017 - FY 2028

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												1	2	3	4	5	6	7	8	9	
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt	
												\$1,303,118,400	\$2,644,358,026	\$50,000,000	\$550,520,000	\$1,131,307,612	\$710,202,000	\$1,704,313,679	\$208,392,000	\$102,000,000	
Hunt	55152	1290-07-001	SH 276	West of FM 36 to SH 34	Construct 4 lane facility on new location (Quinlan Bypass) with a continuous left turn lane		Apr-2020	2020		\$9,000,000	\$9,000,000			\$9,000,000							C
Hunt	55226	0009-13-170	IH 30	South of CR 2509 to North of CR 2509	Construct new interchange		Jun-2022	2022	Project was awarded Category 12 funds by the TTC	\$30,000,000	\$30,000,000										\$30,000,000
Hunt	55225	0009-13-169	IH 30	South of FM 1565 to North of FM 1565	Construct overpass		Jun-2022	2022	Project was awarded Category 12 funds by the TTC	\$25,000,000	\$25,000,000										\$25,000,000
Hunt	55224	0009-13-168	IH 30	South of FM 36 to North of FM 36	Reconstruct overpass		Jun-2022	2022	Project was awarded Category 12 funds by the TTC	\$25,000,000	\$25,000,000										\$25,000,000
Hunt	55223	0009-13-900	IH 30	West of FM 1903 to East of FM 1903	Reconstruct overpass and approaches		Jun-2022	2022	Project also has \$6,450,000 of Category 7 funds	\$22,000,000	\$15,550,000			\$15,550,000							
											Total Funding - Hunt County									\$152,000,000	
Johnson	54053	0747-05-035	FM 157	BU 287P to US 67	Realign and widen roadway and widen 2 to 4 lanes rural divided	Jan-2020	Aug-2026	2026		\$78,000,000	\$78,000,000	\$78,000,000									C
Johnson	13041	0747-05-042	FM 157	US 67 to 8th Street	Realign roadway 2 lane rural to 2 lane urban with sidewalks and turn lanes	Sep-2019	Aug-2022	2022		\$2,800,000	\$2,800,000	\$2,800,000									C
Johnson	13040	0747-05-043	FM 157	8th Street to North of CR 108B	Realign roadway 2 lane rural to 2 lane urban with sidewalks	Sep-2019	Aug-2021	2021	Project split out from TIP 13041/CSJ 0747-05-042	\$1,375,000	\$1,375,000	\$1,375,000									C
Johnson	11955	1181-02-033	FM 917	Eddy Avenue to South Main Street	Construct railroad grade separation and realign FM 917	Mar-2019	Feb-2022	2022		\$11,569,023	\$11,569,023	\$11,569,023									C
Johnson	TBD	1181-03-036	FM 917	South Main Street to SH 174	Construct railroad grade separation and realign FM 917	Mar-2019	Feb-2022	2022	Project split out from TIP 11955/CSJ 1181-02-033	\$3,490,748	\$3,490,748	\$3,490,748									C
Johnson	13046	0014-03-088	IH 35W	Ricky Lane to US 67	Reconstruct interchange at FM 917	Dec-2019	Aug-2020	2020		\$17,039,216	\$15,000,000			\$15,000,000							A
Johnson	54125	0080-12-001	US 377	North of SH 171 to Johnson/Hood County Line	Construct 0 to 4 lane divided roadway with an interchange at US 377 and BU 377	Jul-2017	Aug-2018	2018	Project split out from TIP 54114/CSJ 0080-11-001 in Hood County; Project also has \$10,750,000 of Category 12 (425) funds	\$21,506,795	\$3,950,000	\$3,950,000									A
											Total Funding - Johnson County									\$116,184,771	
Kaufman	55111	2588-01-017	FM 548	North of US 80 at Walmart to SH 205	Widen and reconstruct 2 lane rural to 4 lane urban divided (6 lane ultimate)	Jun-2019	Mar-2023	2023		\$84,650,269	\$84,650,269		\$84,650,269								C
Kaufman	51460	0197-03-054	US 175	FM 148 to CR 4106 in Crandall	Construct new 2 lane frontage roads; Convert existing frontage road from 2 lane, 2-way to 2 lane, 1-way frontage road and ramp modifications	Jul-2018	Jun-2020	2020		\$12,925,617	\$12,925,618		\$12,925,618								A
Kaufman	55134	0197-03-074	US 175	Dallas County Line to West of FM 1389	Ramp modifications	Nov-2018	Apr-2019	2019		\$2,163,200	\$2,163,200		\$2,163,200								A
Kaufman	53086	0095-03-080	US 80	Lawson Rd. (Dallas/Kaufman C/L) to FM 460	Reconstruct and widen 4 to 6 mainlanes and reconstruct 4 lane discontinuous frontage roads to 4 lane continuous frontage roads	Jun-2019	Sep-2021	2022		\$139,515,095	\$133,000,000			\$133,000,000							B
											Total Funding - Kaufman County									\$232,739,087	
Parker	14012	0313-02-057	FM 51	North of Cottdale Road to Texas Drive	Widen 2 lane roadway to 3 lanes urban; intersection improvements including turn lanes and new signal improvements	Oct-2018	Dec-2018	2019	Flooding issue; Project also has \$3,650,000 of Category 5 and \$900,000 of Category 7 funds	\$19,450,000	\$14,900,000	\$14,900,000									C
Parker	14012.1	0171-03-070	SH 199	North of Ash Street to North of Old Springtown Road	Reconstruct roadway and intersection improvements	May-2019	Dec-2018	2019	Project split out from TIP 14012/CSJ 0313-02-057	\$1,900,000	\$1,900,000	\$1,900,000									C
Parker	13054	0314-07-061	IH 20	FM 2552 to Bankhead Highway	Construct 0 to 4/6 westbound and eastbound frontage roads	Mar-2020	Sep-2021	2022		\$24,241,602	\$21,000,000			\$21,000,000							A
Parker	TBD	1068-05-014	IH 30	IH 20 to Walsh Ranch Parkway	Construct westbound ramps to FM 1187, construct eastbound ramps to IH 30 and IH 20	Sep-2020	Jul-2021	2021		\$6,000,000	\$6,000,000			\$6,000,000							A
Parker	TBD	0008-03-094	IH 20	FM 1187 to Parker/Tarrant County Line	Construct interchange at Walsh Ranch Parkway and eastbound entrance ramp, westbound exit ramp, and U-turn at FM 1187	Sep-2019	Jan-2021	2021	Project split out from CSJ 1068-05-014	\$21,800,000	\$21,800,000			\$21,800,000							A
											Total Funding - Parker County									\$65,600,000	
Rockwall	13017	2588-02-008	FM 548	S of SH 205 (Kaufman County Line) to SH 205	Widen and reconstruct 2 lane rural to 4 lane divided urban roadway (Ultimate 6)	Jun-2019	Mar-2023	2023		\$6,200,000	\$6,200,000		\$6,200,000								C
Rockwall	55222	0009-12-221	IH 30	Dalrock Road (Rockwall County Line) to East of Dalrock Road	Transition for Dalrock interchange		Mar-2021	2021	Project split out from TIP 55169/CSJ 0009-11-241; TxDOT Dallas requesting Cat 12 CL; if not received it will change to Cat 4	\$7,000,000	\$7,000,000						\$7,000,000				B

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

FY 2017 - FY 2028

County	TIP Code	TxDOT CSI	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Inflated Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2028									Path A, B, or C							
												1	2	3	4	5	6	7	8	9								
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt								
Rockwall	13036	0009-12-219	IH 30	SH 205 to West of FM 2642 (Hunt County Line)	Reconstruct & widen 4 to 6 main lanes; Reconstruct & widen 4 to 4/6 lane frontage roads; Construct new & reconstruct existing interchanges; Ramp modifications	Mar-2019	Nov-2021	2023		\$232,000,000	\$232,000,000							\$32,000,000		\$200,000,000								B
Rockwall	55074	0451-04-021	SH 205	JCT SH 205/John King (North Goliad Street) to North of John King (Collin County Line)	Widen 2 lane rural highway to 4 lane divided (6 lane ultimate)		Sep-2020	2021		\$2,702,009	\$2,702,009							\$2,702,009										C
Rockwall	13038	0451-05-001	SH 205	JCT SH 205/John King (South Goliad Street) to JCT SH 205/John King (North Goliad Street)	Widen 4 to 6 lane divided urban roadway		Aug-2022	2022	Project split out from TIP 55074	\$29,413,664	\$29,413,664							\$29,413,664										C
Rockwall	83222	1015-01-023	FM 3549	IH 30 to North of SH 66	Widen from 2 lane rural to 4 lane urban divided section with sidewalk improvements		May-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$859,000 of CMAQ & \$733,798 Category 11	\$9,250,063	\$8,325,063							\$8,325,063										A
Rockwall	55096	1290-03-027	SH 276	FM 549 to East of FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)		Apr-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18	\$768,731	\$719,165							\$719,165										A
Rockwall	2998	1290-02-017	SH 276	From SH 205 to FM 549	Reconstruct and widen 2 lane rural to 4 lane divided urban (Ultimate 6)		Apr-2018	2018	Added to the 10-Year Plan via the August 2017 RTC Proposition 1 Adjustments; Project let 4/18; Project also has \$1,658,000 of CMAQ	\$16,547,045	\$14,900,000							\$14,900,000										A
											Total Funding - Rockwall County												\$301,259,901					
Tarrant	11244.1	0718-02-045	FM 156	US 81/287 to Watauga Rd. (McElroy)	Reconstruct and widen 2 lane to 4 lane divided	Jul-2018	Aug-2018	2018	Category 2 funds for this project have been swapped for Category 7 due to increased cash flow capacity at the federal level; Project already had \$13,109,245 of Category 7 before this change	\$53,000,000	\$0 \$40,000,000	\$0 \$40,000,000																C
Tarrant	13019	0008-16-043	IH 20	At Chisholm Trail Parkway	Add northbound and southbound direct connect ramps	Jan-2025	Sep-2027	2028		\$31,085,095	\$31,085,095	\$31,085,095																A
Tarrant	13027	2374-05-084	IH 20	Park Springs Blvd. to Dallas County Line	Reconstruct freeway from 8 to 10 lanes and 4/6 lane continuous frontage roads	Sep-2021	Jan-2024	2024	Split from IH 20 from US 287 to Park Springs Blvd	\$300,000,000	\$50,000,000	\$50,000,000																B
Tarrant	55043	2374-05-066	IH 20	Anglin Drive to Park Springs	Reconstruct and widen 8/10 to 10/12 general purpose lanes, 8 collector distributor lanes, and reconstruct and widen 4/6 continuous frontage roads to 4/8 discontinuous frontage roads		Sep-2021	2022	Split from IH 20 from US 287 to Park Springs Blvd; Project is part of the Southeast Connector project	\$355,000,000	\$278,000,000	\$125,000,000				\$153,000,000												B
Tarrant	TBD	0008-13-206	IH 20	IH 20/IH 820 Interchange to Forest Hill Drive	Reconstruct freeway, construct frontage roads	May-2020	Sep-2021	2022	Project is part of the Southeast Connector	\$165,000,000																		B
Tarrant	55182	0008-16-042	IH 20	Bryant Irvin Road to Winscott Road	Construct 1 auxiliary lane in each direction and ramp modification	Jun-2019	Aug-2024	2024		\$23,000,000	\$23,000,000					\$23,000,000												B
Tarrant	13002	1068-01-213	IH 30	IH 820 to Camp Bowie Blvd	Reconstruct from 6 to 8 mainlanes; Reconstruct 2/8 lane to 2/8 lane discontinuous frontage roads and convert 2 way frontage road sections to one way eastbound and westbound (1 lane to 2 lane discontinuous)	Sep-2021	Mar-2023	2023		\$637,144,167	\$150,000,000	\$150,000,000																B
Tarrant	13003	1068-01-214	IH 30	SS 580 (East of Linkcrest Drive) to IH 820	Reconstruct 4 to 6 main lanes; Reconstruct 4 lane discontinuous frontage to 4/6 lane continuous frontage roads; Reconstruct SS 580 interchange	Apr-2020	Jan-2023	2023		\$81,000,000	\$81,000,000					\$81,000,000												A
Tarrant	13001	1068-02-147	IH 30	West of Cooper Street to Dallas County Line	Reconstruct and widen 6 to 8 general purpose lanes; 2 concurrent express lanes and construct 0 to 4 continuous frontage road lanes	Mar-2019	Jan-2023	2023		\$75,000,000	\$75,000,000					\$75,000,000												A
Tarrant	55041	0008-13-125	IH 820 (SE)	<u>IH 20 to Brentwood Stair Road Meadowbrook Dr. to IH 20</u>	Reconstruct freeway from 4/8 to 8/14 lane facility	May-2020	Sep-2021	2022	Project is part of the Southeast Connector	\$656,000,000	\$480,362,000	\$140,160,000						\$340,202,000									B	
Tarrant	13056	0008-05-029	Lancaster Avenue/SH 180	IH 35W to Tierney Road	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	Jan-2023	Sep-2025	2026	Project has a \$10,000,000 commitment from City of Fort Worth	\$47,500,000	\$37,500,000	\$37,500,000																C
Tarrant	13057	0008-06-052	Lancaster Avenue/SH 180	Tierney Road to IH 820	Reconstruct roadway 6 to 6 lanes with pedestrian improvements	Jan-2023	May-2025	2025	Split from TIP 13056, Lancaster Ave/SH 180 IH 35W to IH 820 project	\$12,500,000	\$12,500,000	\$12,500,000																C
Tarrant	13006	0353-03-100	SH 114	FM 1938 to Dove Road	Construct 0 to 2 lane eastbound frontage road from FM 1938 to Solana/Kirkwood and construct 0 to 2 lane westbound and 0 to 2 lane eastbound frontage roads from Solana/Kirkwood to Dove	Oct-2019	Sep-2021	2022		\$33,000,000	\$33,000,000	\$33,000,000																A

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

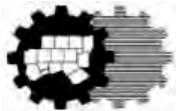
FY 2017 - FY 2028

County	TIP Code	TxDOT CSJ	Facility	Limits	Description	Estimated Environmental Clearance Date	Estimated Let Date	Letting FY	Comments	Inflated Construction Cost	Proposed Funding (Cat. 2, 4, 12)	FY 2017 - FY 2028									Path A, B, or C		
												1	2	3	4	5	6	7	8	9			
												Cat 2 FTW	Cat 2 DAL	Cat 2 Hunt	Cat 4 FTW	Cat 4 DAL	Cat 12 FTW	Cat 12 CL DAL	Cat 12 DAL	Cat 12 Hunt			
Tarrant	13007	0364-01-147	SH 121	Stars and Stripes Blvd to South of IH 635	Construct IH 635 and FM 2499 deferred connections	Apr-2009	Mar-2018	2018	Design-build; Project also has \$1,600,000 of Category 1 funding	\$371,600,000	\$370,000,000						\$370,000,000					A	
Tarrant	13049	0364-01-148	SH 121	Glade Road to SH 183	Interim operational bottleneck improvement, ITS, and illumination	Jul-2018	Sep-2018	2019	Also has \$1.6M of STBG funds & \$1.8M of Category 1 funds; Cat 2 funds replaced with \$25,000,000 of Cat 7 funds	\$0	\$0 \$25,000,000	\$0 \$25,000,000										B	
Tarrant	55176	0171-04-050	SH 199	South of FM 1886 to South end of Lake Worth Bridge	Reconstruct and widen 0 lane to 6 lane freeway; Reconstruct 4 lane to 6 lane frontage roads; Construct bridges over Lake Worth & traffic management system	Feb-2019	Feb-2020	2020		\$113,999,400	\$113,999,400	\$45,006,400				\$68,993,000							B
Tarrant	55173	0171-05-097	SH 199	South end of Lake Worth Bridge to Azle Avenue	Widen roadway from 4 lanes to 6 lanes, and reconstruct 4/6 lane to 4/6 lane frontage roads	Feb-2019	Feb-2020	2020		\$22,000,000	\$22,000,000				\$22,000,000								B
Tarrant	13005	0171-05-068	SH 199	Azle Avenue to IH 820	Construct 0 to 6 freeway main lanes; Construct 0 to 4/6 lane continuous frontage lanes, and interchange at IH 820	Feb-2020	Feb-2024	2024		\$250,594,593	\$200,000,000	\$200,000,000											B
Tarrant	13037	0171-05-094	SH 199	IH 820 to West Fork of Trinity River	Reconstruct 4/6 to 4/6 lane divided urban	Aug-2020	Aug-2023	2023		\$100,000,000	\$100,000,000	\$100,000,000											C
Tarrant	13058	2266-02-150	SH 360	SH 183 to Post and Paddock Rd.	Operational improvements	Jun-2020	Jul-2020	2020		\$22,718,955	\$20,000,000	\$20,000,000											B
Tarrant	13008	2266-02-148	SH 360	North of E. Randol Mill Rd. to South of E. Randol Mill Rd.	Reconstruct 6 to 8 main lanes and railroad through girder bridge and 4/8 lane to 4/8 lane continuous frontage roads	Apr-2016	Sep-2020	2021	Project is split out from TIP 51346	\$53,012,000	\$50,000,000	\$50,000,000											B
Tarrant	51346	2266-02-086	SH 360	North of E. Abram Street to IH 20 Interchange	Reconstruct and widen from 6 to 8 lanes	Feb-2016	Feb-2018	2018	Project has let with a low bid amount of \$53,391,000; Leave excess funding on the project for change orders	\$53,391,000	\$55,000,000	\$55,000,000											B
Tarrant	55044	0172-06-080	US 287	IH 820 to Bishop Street	Reconstruct 6 to 6 main lanes with 4 lane discontinuous frontage roads to 4/6 lane continuous frontage roads	May-2020	Sep-2021	2022	Project is part of the Southeast Connector	\$40,000,000	\$40,000,000				\$40,000,000								B
Tarrant	55042	0172-09-028	US 287	IH 20 to Sublett Road	Reconstruct and widen 4 to 6 general purpose lanes	May-2020	Sep-2021	2022	Project is part of the Southeast Connector	\$30,000,000	\$30,000,000				\$30,000,000								B
											Total Funding - Tarrant County										\$2,252,446,495		
Wise	13004	2418-01-013	FM 1810	East of Public Road 1122 to intersection of US 81/287 at FM 1810	Realignment of FM 1810 and grade separation and retaining walls at realigned intersection at US 81/287 and BU 81D	Jan-2023	Jan-2025	2025		\$13,000,000	\$13,300,000	\$13,300,000											C
Wise	13004.1	0013-07-083	US 81	North of CR 2195 to North of US 380	Construct mainline grade separation at relocated FM 1810 and US81D, with addition of ramps and frontage roads	Jan-2023	Jan-2025	2025	Split from TIP 13004/CSJ 2418-01-013	\$16,700,000	\$16,700,000	\$16,700,000											C
Wise	13004.2	0013-09-012	BU 81-D	North of CR 1160 to North of CR 2090	Realign and widen roadway	Jan-2023	Jan-2025	2025	Split from TIP 13004/CSJ 2418-01-013	\$600,000	\$600,000	\$600,000											C
Wise	53141	0312-04-022	FM 730	Approximately 3 miles north of SH 114 to SH 114	Widen and reconstruct from 2 lane to 2 lane urban for shoulders and safety, add turn lanes	Aug-2019	Feb-2022	2022	Original Prop 1 project	\$14,000,000	\$14,000,000				\$14,000,000								A
											Total Funding - Wise County										\$44,600,000		
											Total Proposed Funding										\$7,744,633,772		
											Total Amount Remaining for Programming										\$659,577,945		
											Total Allocation										\$8,404,211,717		

2018 METROPOLITAN TRANSPORTATION PLAN POLICY BUNDLE TRANSPORTATION DEVELOPMENT CREDITS AWARD

Regional Transportation Council

August 9, 2018



North Central Texas
Council of Governments
Transportation Department

General Information

Government Entities Decision

- Voluntary
- Decide Preference
- 50 Percent Target

- **Total Policies and Requirements by Agency Type**
- Cities –Total 20 / Require 10
- Counties –Total 17 / Require 8
- TxDOT –Total 12 / Require 6
- NTTA –Total 7 / Require 3
- Transit Agencies –Total 10 / Require 5
- ISDs –Total 7 / Require 3

MTP POLICY BUNDLE PROCESS 2018: Highlights From Round Two*

- All entities awarded in 2017 reapplied and met policy requirements for their entity type.
- All returning entities increased the number of their policies in 2018.
- One city who did not meet requirements in 2017, reapplied in 2018 and exceeded the policy requirement.
- Three new entities applied in 2018 and met the policy requirements.
- Five entities that did not meet requirements in 2017 did not reapply in 2018.

* Small transit providers not required to participate in Policy Bundle process to receive TDCs.

MTP POLICY BUNDLE PROCESS: TDC Allocation Process

- All entities awarded in 2017 will keep their TDCs awarded last round, minus what they have already used (i.e., staff proposes allowing a grace period for first year of Policy Bundle implementation).
- Annually, the TIP team will review federal funding availability for the upcoming year and determine the number of TDCs to be allocated to all new qualifying agencies.
 - In FY 2018, proposing to award 50% of the TDCs awarded last year to align with realistically available federal funding for projects using Policy Bundle TDCs
- TDCs will be available to program through the TIP team throughout the fiscal year as opportunities arise.
- All TDCs not used by the end of FY2019 will be returned for future programming.
- All entities will be required to re-qualify each year.

2018 MTP Policy Bundle Results Eligibility

Cities: Required 10 Policies

	<u>2017</u>	<u>2018</u>
City of Arlington	12	13
City of Coppell	--	11
City of Dallas	15	17
City of Duncanville	8	12
City of Farmers Branch	--	12
City of Fort Worth	14	16
City of Garland	--	14
City of Grapevine	12	16
City of Lewisville	10	13
City of McKinney	15	16
City of Mesquite	15	16
City of Plano	13	16
City of Richardson	12	13

Transit Agencies: Required 5 Policies

	<u>2017</u>	<u>2018</u>
DCTA	8	10
FWTA (Trinity Metro)	5	9

*First application in 2018

*Applied in 2018 but did not meet requirements

TDCs Available for FY 2019

Entity	Balance of TDCs Awarded in 2017 ¹	Proposed TDCs to be Awarded in 2018 ^{1,2}	Total TDCs Available Through FY 2019 ¹
City of Arlington	5.0	2.5	7.5
City of Dallas	7.6	4.0	11.6
City of Fort Worth	8.0	4.0	12.0
City of Grapevine	3.0	1.5	4.5
City of Lewisville	2.4	1.5	3.9
City of McKinney	3.0	1.5	4.5
City of Mesquite	3.0	1.5	4.5
City of Plano	4.8	2.5	7.3
City of Richardson	3.0	1.5	4.5
DCTA	1.3	2.5	3.8
FWTA (Trinity Metro)	7.1	4.0	11.1
City of Duncanville	N/A	1.5	1.5
City of Coppell	N/A	1.5	1.5
City of Farmers Branch	N/A	1.5	1.5
City of Garland	N/A	2.5	2.5

Notes:

1 Credits represents in millions

2 Awarded based on population

Next Steps

- What is the process for submitting projects?
 - Submit project ideas via email to Brian Dell at bdell@nctcog.org
 - Please submit ideas by August 31, 2018 for inclusion in next funding opportunity.
- What type of projects are eligible?
 - Must be used for new projects, not previously selected projects
 - Must be eligible for federal roadway or air quality funds
 - Projects will be vetted against typical RTC selection criteria
- Entities have one year to get their projects added to the TIP
- Once projects are selected for inclusion in the TIP, agencies have two years to meet the following requirements or the TDCs expire:
 - Sign a TDC agreement with the MPO
 - Begin project implementation

Next Steps, Cont.

- Process for Round 3 awards (for FY 2020):
 - To be considered, entities must submit new applications when process opens (fall 2018).
 - Current entities that applied this year will need to resubmit.
 - To request submission form, go to:
<https://www.nctcog.org/trans/plan/mtp/policy-bundle>
 - Additional information is located on the MTP Policy Bundle page at:
<https://www.nctcog.org/trans/plan/mtp/policy-bundle>
 - Will follow the process for awarding TDCs as outlined in slide 3 (i.e., TIP team will identify available TDCs in advance of application deadline)

RTC ACTION REQUESTED

- Recommend approval of Staff's recommendation for distributing TDCs to qualifying agencies.

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Brian Dell

Transportation Planner

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Second Reading**BYLAWS AND OPERATING PROCEDURES
REGIONAL TRANSPORTATION COUNCIL**

April 2014 August 2018

STATEMENT OF PRINCIPLES

1. The physical, economic, and social well-being of the region, its citizens, and business enterprises, now and in the future, is determined to a great extent by its transportation system. Therefore, decisions involving transportation systems and subsystems must consider the environmental, economic, and social impacts of the alternatives in the future development of the transportation system and must attain the principal objective of having an efficient, safe, and practical system for moving people, goods, and services in the region according to their needs.
2. A transportation system can best be planned on a large-area basis involving city, county, regional, and state jurisdictional responsibilities and a proper mix of various modes of travel.
3. Counties and cities have the local responsibility for anticipating and meeting the transportation needs for adequately moving people and goods within their jurisdictions. However, the Texas Department of Transportation is charged, by law, with the responsibility for planning, designing, constructing, and maintaining the State Highway System. In addition, duly authorized transportation authorities are responsible for planning, developing, and operating public transportation services in their respective service areas. Under federal legislation, the Metropolitan Planning Organization (MPO), through the NCTCOG Regional Transportation Council, has an expanded role in project selection, transportation project programming, and project funding.

4. Evaluation of transportation alternatives and the determination of the most desirable transportation system can best be accomplished through a Regional Transportation Council (RTC) of primarily elected officials from the counties and cities in the North Central Texas Region. The Regional Transportation Council will be the forum for cooperative decision making by primarily elected officials of general purpose local governments (i.e., cities and counties) and including representatives of entities responsible for highway, toll road, ~~and~~ mass transit improvements, **and ground access to air carrier aviation**. It is in the explicit interest of the Regional Transportation Council, that all elected officials be of general purpose local governments.
5. The Regional Transportation Council will make recommendations involving the regional transportation system, including the regional highway system, the regional public transportation system, and the regional aviation system, to the counties and cities, the State, and the authorities for all modes of transportation. Final decisions for implementing the Metropolitan Transportation Plan will be a cooperative effort between the governing bodies of the counties and cities, the Texas Transportation Commission, the Regional Transportation Council, and the authorities.
6. The Regional Transportation Council will monitor the metropolitan transportation planning process to assure that it is conducted in a manner consistent with requirements of federal law and regulations.
7. In an attempt to fulfill the above concepts and to meet the requirements of the Federal Aid Highway Act of 1973, the Governor, on April 12, 1974, designated the North Central Texas Council of Governments as the Metropolitan Planning Organization for transportation planning with the proviso that the Regional Transportation Council be the decision-making group for

regional transportation policy for the Dallas-Fort Worth urbanized area. Since that time, this designation has been modified to reflect the inclusion of both the Denton-Lewisville urbanized area and the McKinney urbanized area. The NCTCOG Executive Board serves as the fiscal agent for the MPO. As the designated Metropolitan Planning Organization, the North Central Texas Council of Governments must assure that transportation planning in the urbanized area is satisfactorily coordinated and integrated with other comprehensive planning in the State Planning Region. These Bylaws and Operating Procedures spell out the manner in which the Regional Transportation Council shall fulfill its responsibilities as the cooperative transportation decision-making group of the Metropolitan Planning Organization for the Dallas-Fort Worth metropolitan area.

DEFINITIONS

Section 1. The following definitions shall apply to terms used in these Bylaws and Operating Procedures:

- A. Transportation Planning Process. The transportation planning process is the process of estimating future travel demand, identifying transportation improvement alternatives, and evaluating those alternatives and financial resources to determine the best combination of facilities and services for all modes of travel.

- B. Metropolitan Transportation Plan. The Metropolitan Transportation Plan (**MTP**) is the delineation of projects, programs, and policies associated with highway, transit, aviation, and other multimodal facilities that would serve the projected travel demand for a forecast year. The Metropolitan Transportation Plan will include a listing of projects anticipated to be funded over the next approximately 20+ years, policies, and programs, and be developed consistent with federal guidelines.

- C. Transportation Improvement Program. The Transportation Improvement Program (TIP) is a multimodal listing of all transportation projects and programs expected to be implemented over an approximately four-year period, as well as projects that are funded but not yet ready for implementation. This includes all projects or programs which are expected to utilize federal funds and those projects or programs which will utilize other funds (state or local), including toll road projects. The TIP will be developed consistent with federal guidelines and Regional Transportation Council selection criteria.
- D. Unified Planning Work Program. The Unified Planning Work Program (UPWP) is a listing of planning projects to be performed by the MPO in support of a continuous, comprehensive, and coordinated transportation planning process. The UPWP also contains a listing of planning projects performed by other agencies which will have regional significance.
- E. Regional Transportation System. The Regional Transportation System is the continuous network of roadways, transit services, aviation, and other multimodal facilities that provides for movement and interchange of people and goods, primarily between local jurisdictions within the region. Included in the Regional Transportation System, **but are not limited to**, are **highways and streets, parking and intermodal terminals, tollways, fixed-guideway transit lines, bus routes, taxi services, paratransit and ridesharing services, railroad facilities, and general aviation the Regional Highway System, Regional Public Transportation System, Regional Aviation System**, and air carrier airports.
- F. Regional Highway System. The regional highway system **includes, but is not limited to**, is those freeways, principal and minor arterials, tollways, **managed lanes, truck-intermodal**

terminals, parking facilities, and ~~ridesharing~~ **autonomous passenger vehicle** services which make up the system for travel by automobile or truck.

- G. Regional Public Transportation System. The regional public transportation system includes, **but is not limited to, all fixed-guideway facilities, light rail; commuter rail, high-speed rail, and other emerging transit technologies; local and express** bus routes;; personal rapid transit;; paratransit, and ~~taxi~~ **ridesharing** services operated by public or private entities, **and taxi or other for-hire transportation services**.
- H. Regional Aviation System. The regional aviation system includes, **but is not limited to**, the collective airports and vertical flight facilities in the Metropolitan Area Boundary which provide terminals for commercial air travel, general aviation, and air cargo activities.
- I. Metropolitan Area. The Metropolitan Area is comprised of Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. This area is expected to be principally urbanized by the appropriate planning horizon (approximately 20 years).
- J. Texas Metropolitan Mobility Plan. The region, as determined by the Regional Transportation Council or required by the Texas Department of Transportation, will develop, and update regularly, a needs-based plan in order to quantify funding needs and develop candidate policy areas.
- K. Primary Member. A primary member is the principal individual appointed to represent an entity or group of entities on the Regional Transportation Council.

- L. Alternate Member. An alternate member is the individual appointed to represent an entity or group of entities on the Regional Transportation Council in the absence of the primary member. An alternate member will receive all meeting materials provided to the primary member and is encouraged to attend Regional Transportation Council meetings on a regular basis in order to be knowledgeable on issues and prepared to vote should the primary member be unable to attend a particular meeting. In order to ensure coordination between primary and alternate members, all information requests by the alternate member should be coordinated through the primary member.

ORGANIZATION

Section 2. The organization for regional transportation planning shall consist of the Regional Transportation Council, RTC subcommittees determined by the RTC officers, the Surface Transportation Technical Committee, and other technical committees determined by the NCTCOG Transportation Director, as described in subsequent paragraphs and sections of these Bylaws and Operating Procedures.

- A. Regional Transportation Council. The Regional Transportation Council shall be the forum for cooperative decision making by primarily elected officials of general purpose local governments in the Metropolitan Area.
- B. Standing and Ad Hoc Subcommittees. The Regional Transportation Council officers will determine necessary subcommittees for the conduct of RTC business. Subcommittee membership should reflect the diversity of the RTC.
- C. Technical Committees. The Surface Transportation Technical Committee shall provide technical review and advice to the Regional Transportation Council with regard to the surface

transportation system. Other technical committees, determined by the NCTCOG Transportation Director, as needed, shall provide technical review and advice for the regional transportation planning process.

REGIONAL TRANSPORTATION COUNCIL

Section 3. The following rules shall govern the procedure, membership, and records of the Regional Transportation Council and its Subcommittees.

- A. Membership. Membership on the Regional Transportation Council shall be provided for local governments in the Metropolitan Area, either by direct membership or by representation. The maximum number of seats for individual and cluster cities shall be 27; the maximum for all other seats shall be 17, resulting in membership that shall not exceed 44 seats. The membership structure shall be based on the most recent NCTCOG demographic data, and the allocation readjusted to maintain the membership limit of 44. A copy of the current membership structure is attached to these Bylaws as Appendix A. Cities with a population or employment total of 5,000 or greater shall be represented on the RTC through a membership cluster unless they are provided direct membership. Federally designated urbanized areas of 50,000 or greater, in which the Regional Transportation Council is serving as the Metropolitan Planning Organization, shall be provided direct membership. The cities of Denton, Lewisville, and McKinney have been designated as urbanized areas. The Regional Transportation Council will honor these designations and maintain a cluster seat for each of these three urbanized areas. Representation for the three urbanized area seats can come from any of the cities within the respective cluster. Transportation authority membership is provided only to those entities authorized and operating under Chapters 451, 452 or 460 of the Texas Transportation Code. The following local governments and public agencies shall be represented as indicated:

Cities

City of Arlington	2
Cities of Carrollton and Farmers Branch	1
Cities of Dallas, Highland Park, and University Park	6
Cities of Denton, Sanger, Corinth, and Lake Dallas	1 (urbanized area)
Cities of Duncanville, DeSoto, Lancaster, Cedar Hill, Glenn Heights, and Hutchins	1
City of Fort Worth	3
City of Garland	1
City of Grand Prairie	1
Cities of North Richland Hills, Richland Hills, Haltom City, Watauga, White Settlement, River Oaks, Lake Worth, Westworth Village, Saginaw, and Azle , Keller, and Sansom Park	1
Cities of Irving and Coppell	1
Cities of Lewisville, Flower Mound, and Highland Village	1 (urbanized area)
Cities of Mansfield, Benbrook, Forest Hill, Crowley, Everman, and Kennedale	1
Cities of Mesquite, Balch Springs, Seagoville, and Sunnyvale	1
Cities of Keller , Grapevine, Southlake, Colleyville, Westlake, Trophy Club, Roanoke, Bedford, Euless, and Hurst	1
Cities of McKinney, Fairview, Anna, Princeton, and Melissa	1 (urbanized area)
City of Plano	1
Cities of Richardson and Addison	1
Cities of Frisco, Prosper, Little Elm, The Colony, Celina, and Providence Village	1
Cities of Allen, Lucas, Wylie, Rowlett, Sachse, and Murphy	<u>1</u>
Subtotal	27

Other

Collin County	1
Dallas County	2
Denton County	1
Ellis County and the Cities of Waxahachie, Midlothian, Ennis, and Red Oak and Kaufman County and the Cities of Forney, Terrell, and Kaufman	1
Johnson County and the Cities of Burleson, Cleburne, Keene, and Joshua and Hood County and the City of Granbury	1
Rockwall County and the Cities of Rockwall, Heath, Royse City, and Fate and Hunt County and the Cities of Greenville and Commerce	1

Parker County and the Cities of Weatherford and Mineral Wells and Wise County and the Cities of Decatur and Bridgeport	1
Tarrant County	2
District Engineer, Dallas District, TxDOT (also represents the TxDOT Paris District's interests)	1
District Engineer, Fort Worth District, TxDOT	1
Board Member, Dallas Area Rapid Transit	1
Board Member, Fort Worth Transportation Authority	1
Board Member, Denton County Transportation Authority	1
Board Member, North Texas Tollway Authority	1
Board Member, Dallas /Fort Worth International Airport	<u>1</u>
Subtotal	<u>17</u>
TOTAL	44

The representatives of the Dallas/ Fort Worth International Airport, North Texas Tollway Authority (NTTA) and the three transportation authorities shall be selected by the chairs of their respective entities. The Dallas/ Fort Worth International Airport, NTTA and transportation authority representatives shall be Board members of their respective entities.

B. Appointees. All members of the RTC shall be local elected officials except:

- the three transportation authority representatives,
- the two TxDOT District Engineers,
- the representative of the North Texas Tollway Authority,
- the representative of the Dallas/ Fort Worth International Airport (unless an elected official Board member is selected), and
- optional representatives of local governments where one-third of a public agency's representation may be by non-elected private sector officials who are residents of the appointing cluster.

Representatives of individual cities and counties shall be appointed by and serve at the pleasure of the city councils and commissioners' courts respectively, and shall be serving on the

governing body they represent (except as noted above). The person representing a group of several cities shall be selected by the mayors using a weighted vote of the maximum population or employment of the cities represented, and the person selected shall serve a two-year term beginning in ~~June~~ ~~July~~ of even-numbered years and shall be serving on one of the governing bodies they represent (except as noted above or below). The person representing a group of several cities and counties shall be selected by the county judges using a weighted vote of the maximum population or employment of the counties represented, and the person selected shall serve a two-year term beginning in ~~June~~ ~~July~~ of even-numbered years and shall be serving on one of the governing bodies they represent. In the spirit of integrated transportation planning, all cities within a city-only cluster are eligible to hold the RTC membership seat for the cluster, and the cities should strongly consider rotation of the seat among the entities within the respective cluster. Items to consider when contemplating seat rotation may include: 1) a natural break in a member's government service, such as the conclusion of an elected term, 2) a member's potential to gain an officer position or advance through the officer ranks, 3) a member's strong performance and commitment to transportation planning, or 4) the critical nature of a particular issue or project and its impact on an entity within the cluster. For clusters consisting of both counties and cities, the counties are eligible to hold the RTC membership seat for the cluster, and the counties should strongly consider rotation of the seat among the counties. The entity from which the representative is serving must be located within the Metropolitan Planning Area Boundary. When the Regional Transportation Council modifies the current boundary, membership eligibility will be reevaluated based on the new boundary area.

Each seat on the Regional Transportation Council will be provided a primary member and permitted an alternate member. Alternate members must be predetermined in advance of a meeting and will have voting rights at the full RTC meeting, as well as subcommittee meetings, in the absence of the primary member. An entity or group of entities may elect to appoint its

alternate member(s) from a pool of eligible nominees. The same requirements apply to alternate members as to primary members. If a primary member is an elected official, then the alternate member must also be an elected official; if a primary member is a non-elected individual, then the alternate member can be either a non-elected individual or an elected official. Cities and/or counties within a cluster are strongly encouraged to reflect diversity in their selections of primary and alternate members as well as membership rotation amongst the group depending on the qualifications of the appointees. **For clusters containing both counties and cities, the county that does not hold the primary seat shall appoint the alternate member, unless otherwise mutually agreed.** A best practice **for city-only clusters** may be to appoint the alternate member from an eligible entity within the cluster that is not providing the primary member.

The appointing bodies are encouraged to select members in common for the RTC and the NCTCOG Executive Board.

- C. Voting Structure. Each seat on the Regional Transportation Council will be provided one vote, with the exception of the Chair who will only vote on a tie. As noted above, either the primary or alternate member in attendance will have the right to vote. An alternate member may represent only one primary member at any given meeting. Teleconferencing for member participation will not be permitted; members must be in attendance to vote. No proxy or absentee voting will be allowed.
- D. Standards of Conduct (Ethics Policy). The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to both primary and alternate RTC members, whether elected or non-elected. An RTC member may not:

- accept or solicit any gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;
- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;
- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new RTC members, both primary and alternate, no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

All RTC members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

The NCTCOG Executive Board has established an Ethics Policy and Standards of Conduct applicable to NCTCOG employees consistent with Section 472.034 of the Texas Transportation Code.

E. Attendance. Records of attendance of RTC meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the represented local governments quarterly and shall indicate that such notice is standard practice and not indicative of any particular problem. Entities with RTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. RTC members may record excused absences if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, business necessity, or fulfillment of obligation arising out of elected service. An excused absence will not be recorded as an absence. It is the responsibility of the primary members to notify NCTCOG staff and respective alternate members in advance when unable to attend a meeting. The names of the alternate members should also be provided to NCTCOG. If the primary member does not notify NCTCOG staff **in writing (i.e., letter, email)** of an alternate member's attendance ~~prior to the beginning of a meeting~~ **at least two hours in advance of the commencement of the meeting**, the alternate member will not be able to participate in the meeting as a voting member.

F. Quorum. At least 50 percent of the appointed members identified in Section 3.A herein must be present at meetings for the RTC to take action.

G. Officers. The Regional Transportation Council shall elect a Chair, Vice Chair, and Secretary for a term of one year. Elections shall be held in June of each year, with the new officers beginning their terms at the conclusion of the June meeting. The Chair shall appoint a nominating committee no later than the May meeting of each year for the purpose of bringing before the Council a slate of officers for consideration. The nominating committee is tasked with confirming that the current Vice Chair and Secretary should move up to the office of Chair and Vice Chair, respectively, and nominate a new Secretary. The nominating committee, in its deliberations,

shall address issues of diversity, including sensitivity to gender, ethnicity, and geography in making its recommendations. Officers shall be elected public officials appointed by and from the governing body of the member government. The slate of officers shall reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. In the event that the Chair of the Regional Transportation Council cannot continue to serve at any time during the term of election, the Vice Chair shall automatically become the Chair. If the fulfillment of this term is eight months or less, the Chair is eligible to be reelected. A vacancy in either the office of the Vice Chair or Secretary shall be filled by the Regional Transportation Council in the first meeting of the Council after the vacancy becomes known. In the event that the offices of Chair, Vice Chair, and Secretary all become vacant, new officers shall be elected at the next regularly scheduled meeting of the Regional Transportation Council, with nominations from the floor.

By resolution on August 23, 2007, the North Central Texas Council of Governments Executive Board created an Investment Advisory Committee to guide the development of an investment plan for Regional Toll Revenue funds, also referred to as Revenue Center 5 funds. **If the State delegates responsibility for Regional Toll Revenue funds to the North Central Texas Council of Governments,** the Executive Board shall identify, at a minimum, one officer of the Regional Transportation Council to serve on the Investment Advisory Committee.

- H. **Meetings.** At least one meeting shall be held annually by the Regional Transportation Council, but the Council shall meet as often as necessary for the purpose of transacting the business at hand. The Chair shall call the meeting and/or workshop and shall designate in the written notice of the meeting and/or workshop the business to be transacted or considered. The Staff Director

to the Regional Transportation Council develops the meeting agenda. All members have the right to place items on an agenda by contacting the RTC Staff Director at least ten days in advance of the meeting date or by requesting the topic during an RTC meeting for a subsequent agenda. The Chair cannot restrict items to be placed on the agenda.

Written notice of the meeting, accompanied by an Agenda, shall be transmitted to the members and major news media at least 72 hours prior to the meeting. In special situations or under certain circumstances (i.e., inclement weather), confirmation of the meeting and/or member attendance will be made with members by telephone or email. The time and place of meetings shall be designated by the Chair. All meetings shall be held and meeting notice provided in accordance with Chapter 551 of the Texas Government Code.

- I. Minutes. Minutes of the meetings shall be kept and shall be submitted to the members of the Council for approval. Meeting minutes from the Surface Transportation Technical Committee will be made available to the RTC for information.

- J. Staff Support. Staff support for the Regional Transportation Council shall be furnished by the staff of the North Central Texas Council of Governments.

- K. Council Functions. Functions of the Regional Transportation Council shall be as follows:
 - 1. Provide direction to the regional transportation planning process.
 - 2. Certify the coordination, comprehensiveness, and continuity of the regional transportation planning process.
 - 3. Develop the Unified Planning Work Program, Metropolitan Transportation Plan and related items, and the Transportation Improvement Program in accordance with requirements of federal statutes and regulations.

4. Review the Transportation Improvement Program and Metropolitan Transportation Plan to assure that transportation projects do not unreasonably exceed the funding that currently seems likely to be available for each metropolitan subarea.
5. Select, nominate, and support projects for those funding programs authorized by federal law or requested by the State.

a. Eastern/Western Subregion Funding Split

The Dallas-Fort Worth Area is divided into two subregions for the distribution of funds to the region. The Eastern Subregion is comprised of the counties of Collin, Dallas, Denton, Ellis, Hunt, Kaufman, and Rockwall. The Western Subregion is comprised of the counties of Hood, Johnson, Parker, Tarrant and Wise. To ensure an equitable distribution of funding between the Eastern and Western portions of the Area, the RTC applies a funding distribution that fairly credits each subregion within all applicable federal and State laws. In ~~extreme~~**extraordinary** circumstances, it may be necessary to modify the Eastern/Western funding split of one category in order to accommodate federal/State laws of another. When this situation arises, the variation from established policy will be clearly documented and tracked. This policy applies to all funding programs selected and funded by the RTC. The Eastern/Western funding split is calculated and implemented in multiple ways depending upon the funding source, as indicated below:

- (1) Traditional Gas Tax Supported Funding: Mobility Programs are distributed based upon population, employment, activity (population and employment equalized), and vehicle miles of travel. Air Quality Programs are distributed based on Nitrogen Oxide and Volatile Organic Compound emissions. This funding split is determined at the beginning of each transportation funding bill cycle or every two years, whichever is less. This methodology applies to the following funding sources:
 - Surface Transportation **Block Grant** Program (**STBG**)—~~Metropolitan Mobility (STP-MM)~~
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
 - Metro Corridor (jointly selected by TxDOT and the RTC)
 - Transportation Alternatives **Set-Aside (TA Set-Aside) Program (TAP)**
 - Texas Mobility Fund (jointly selected by TxDOT and the RTC)
 - Proposition 12 (jointly selected by TxDOT and the RTC)
- (2) Transit Section 5307 Urbanized Area Formula Program Funding: Distributed based on the same formula used by the Federal Transit Administration (FTA) to apportion the funds to the larger urbanized area. This funding split is determined on an annual basis when FTA apportionments are made available.
- (3) Toll Revenue Funding: Distributed based upon the factors enumerated in Texas State law and in accordance with the RTC Near Neighbor and Excess Revenue Policies. The funding split is determined at the time the revenues

are received by the RTC directly or by the State on behalf of the RTC using tolling data from January of the affected year.

b. RTC Procedures for Calls for Projects/Funding Initiatives

- (1) NCTCOG wishes to assist its member governments to the best extent possible assuring fair and equitable treatment for all. NCTCOG has historically provided technical assistance and will continue to do so under this policy. No supplemental information which is material to the application can be submitted or will be accepted after the application deadline. Applicants will be encouraged to submit their applications far enough in advance of the submission deadline to allow NCTCOG to review the material for completeness only. Applications submitted just prior to the deadline may not receive any advance review. NCTCOG staff will be able to provide more assistance to the applicant when the Regional Transportation Council's role is to simply nominate a project. NCTCOG staff must remain neutral when the Regional Transportation Council selects transportation projects.
- (2) When the Regional Transportation Council sends out a Call for Projects, the applicant will have an option to return an "Intent to Submit" response to NCTCOG. This response will entitle each applicant that returns this to receive a reminder notice approximately two weeks in advance of the deadline. This reminder will include a summary of this policy statement reminding applicants that late or incomplete applications will not be accepted.
- (3) The Regional Transportation Council will communicate these policies when a Call for Projects is initiated.
- (4) The Regional Transportation Council will not accept any late applications.
- (5) The Regional Transportation Council will not accept any incomplete applications.
- (6) Consistent deadlines will be established with the standard deadline being on Friday at 5 p.m. NCTCOG must have the submitted application "in hand" at the NCTCOG offices. Postmarked by the published deadline does not constitute an on-time application. Deadlines other than the standard will be communicated in advance to the Regional Transportation Council. **The RTC will establish a policy on the method by which proposals must be received to accommodate changes in technology over time.**
- (7) Questions on project scores are required previous to Regional Transportation Council selection. No appeals on late or incomplete applications will be accepted.
- (8) While all of the above rules apply to all RTC-sponsored Calls for Projects/Funding Initiatives, additional rules **may** apply when projects are selected using toll revenues.

6. Prioritize corridors identified for improvements in the Metropolitan Transportation Plan for which Corridor Studies shall be performed in accordance with federal regulations.

7. Review the limits of the Metropolitan Area and make revisions considered appropriate.
8. Authorize transit planning technical assistance to transit operating agencies at their request.
9. Encourage federal and state agencies to follow the plans and programs developed by the Regional Transportation Council.
10. Identify the kinds of consultant projects eligible for federal transportation funding.
11. County representatives are appointed to represent the transportation needs of the entire county, especially those areas of the county within unincorporated areas, and local governments within each county which are not directly represented on the RTC. It is the responsibility of the county representatives to inform and discuss policies and actions of the RTC with those impacted areas they represent and to communicate the transportation needs of these areas to the RTC. A best practice may be for the county representatives to hold regular meetings with the cities in their respective counties to discuss transportation-related items.
12. RTC members representing groups of entities are appointed to represent the transportation needs of all entities within the group. It is the responsibility of the RTC members representing groups to inform and discuss policies and actions of the RTC with elected officials in their impacted areas and to communicate the transportation needs of these areas to the RTC. A best practice may be for the primary member to hold regular meetings with the entities in the group to discuss transportation-related items.
13. Maintain a set of public involvement procedures to optimize public participation and periodically review these procedures for possible enhancements.

TECHNICAL COMMITTEES

Section 4. The following rules shall govern the procedures, membership, and records of the Technical Committees.

A. Technical Committees. The following technical committees shall be the minimum number of committees formed to provide technical advice and review for the transportation planning process.

1. Surface Transportation Technical Committee (STTC)
2. Other technical committees determined by NCTCOG Transportation Director/Staff Director to the Regional Transportation Council. Operating guidelines and principles will be established by each committee as necessary.

B. Membership. Members of the Surface Transportation Technical Committee shall be staff personnel nominated by their respective governments or agencies and shall include at least one member from each jurisdiction and agency directly represented on the Regional Transportation Council. Local governments or agencies wishing to send a “consultant or designee” serving as staff is acceptable. Membership selected by formula will be based on the most recently approved population and employment data from NCTCOG with adjustments performed in June of even-numbered years. Membership and voting on the Surface Transportation Technical Committee shall be provided to local governments and public agencies and shall be represented by the following formulas:

- Dallas and Tarrant Counties shall each have two representatives.
- Each perimeter county in the Metropolitan Area shall have one representative.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,500,000 shall have five representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 1,000,000 and less than or equal to 1,500,000 shall have four representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 500,000 and less than or equal to 1,000,000 shall have three representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 200,000 and less than or equal to 500,000 shall have two representatives.
- Each city within the Metropolitan Area with a combined population and employment greater than 40,000 and less than or equal to 200,000 shall have one representative.

- The following planning agencies will be represented as listed:

TxDOT Fort Worth District	2	
TxDOT Dallas District	2	
TxDOT Paris District	1	
TxDOT TP&P (Austin)	1	
Dallas Area Rapid Transit	2	
Fort Worth Transportation Authority	2	
Denton County Transportation Authority	1	
North Texas Tollway Authority	2	
Texas Commission on Environmental Quality	1	(non-voting)
Dallas/ Fort Worth International Airport	1	

Each city with an RTC primary member representing multiple local governments and not having a Surface Transportation Technical Committee member by the above representation will also be provided one member.

Representatives from other local governments, the Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency are welcome to attend the meetings.

Members of other Technical Committees are selected on an as-needed basis and shall be approved by the Executive Board of the North Central Texas Council of Governments.

C. Standards of Conduct (Ethics Policy).

The Regional Transportation Council (RTC) establishes the following Ethics Policy in accordance with Section 472.034 of the Texas Transportation Code. This policy applies to all

Technical Committee members, whether local government representatives, consultants or designees. A Technical Committee member may not:

- accept or solicit a gift, favor, or service that might reasonably tend to influence the member in the discharge of official duties or that the member knows or should know is being offered with the intent to influence the member's official conduct;
- accept other employment or engage in a business or professional activity that the member might reasonably expect would require or induce the member to disclose confidential information acquired by reason of the official position;
- accept other employment or compensation that could reasonably be expected to impair the member's independence of judgment in the performance of the member's official duties;
- make personal investments that could reasonably be expected to create a substantial conflict between the member's private interest and the public interest; or
- intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's official powers or performed the member's official duties in favor of another.

A copy of the Ethics Policy will be provided to new Technical Committee members no later than the third business day after the date the person qualifies for membership and the North Central Texas Council of Governments receives notification.

Technical Committee members must also adhere to Chapter 171 of the Local Government Code and to the Code of Ethics from their respective local governments and public agencies.

- D. Attendance. Records of attendance at Surface Transportation Technical Committee meetings shall be kept and presented monthly as part of the minutes. These records shall be sent to the

represented local governments quarterly. Entities with STTC members that have missed at least three consecutive meetings or at least four meetings in the preceding 12 months will be notified and the appointing bodies shall be asked to review the continued service of their representatives. STTC members may record an excused absence if it is made known to NCTCOG and it is related to the following: personal illness, family emergency, jury duty, or business necessity. An excused absence will not be recorded as an absence. The quarterly attendance notice shall indicate that such notice is standard practice and not indicative of any particular problem.

E. Quorum. The Technical Committee approved membership in attendance at a meeting shall constitute a quorum for action to be taken.

F. Officers. A Chair, Vice Chair, and a Secretary for the Surface Transportation Technical Committee shall be designated by the Executive Board of the North Central Texas Council of Governments for a term of one year, beginning in June of each year. Issues of diversity, including sensitivity to gender, ethnicity, and geography, shall be considered in the officer recommendations. The slate of officers shall also reflect leadership in rough proportion to the revenue distribution between the Eastern and Western Subregions. This will not be measured on a year-to-year basis, but will be aggregated over longer periods of time. This does not eliminate the possibility for the Western Subregion to have multiple officers for a reasonable amount of time. Officers for other technical committees will be approved by the Executive Board as well.

G. Meetings. Meetings of the Technical Committees shall be held as necessary to review and advise on matters referred to them. The Chair shall call such meetings as necessary and shall notify all Committee members.

H. Minutes. Minutes of all meetings shall be kept and submitted to the membership of the Committee for approval. Minutes will also be made available to the RTC. The Regional Transportation Council will be kept apprised of Surface Transportation Technical Committee attendance by agency.

I. Staff Support. Staff support for the Surface Transportation Technical Committee shall be furnished by the North Central Texas Council of Governments.

J. Committee Functions. The functions of the Technical Committees shall be to review and comment on all matters referred to them by either the Regional Transportation Council, their respective Technical Committee Chairs, or the NCTCOG Transportation Director.

INTENT

Section 5. These Bylaws and Operating Procedures are intended to provide rules and procedures to assure the orderly function of the regional transportation planning process in North Central Texas. The Bylaws and Operating Procedures should be reviewed for possible revisions every four years.

ADOPTION

Section 6. These Bylaws and Operating Procedures shall be in full force and effect at such time as they have been approved by two-thirds vote of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present.

REVISION

Section 7. These Bylaws and Operating Procedures may be revised by approval of two-thirds of the members of the Regional Transportation Council at a meeting at which a quorum, as defined herein, is present. Changes in the Bylaws must be presented at one regularly scheduled meeting

and voted on at a following regularly scheduled meeting. No Bylaw change shall be made that has not been presented at a previous meeting.

APPENDIX A

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APPENDIX A

2018 RTC Membership Structure

<u>City</u>	<u>2018 Population</u>	<u>2014 Employment</u>	<u>Maximum of Population & Employment</u>	<u>Percent of Total Based on Maximum</u>	<u>Share of RTC Seat(s)</u>	<u>% of RTC Seat By Grouping</u>	<u>RTC Seats</u>
City Membership							
Plano	281,390	274,623	281,390	4.51	1.171	1.171	1
McKinney	179,970	58,005	179,970	2.88	0.749		
Anna	13,690	534	13,690	0.22	0.057		
Princeton	10,560	1,645	10,560	0.17	0.044		
Fairview	9,520	1,968	9,520	0.15	0.040		
Melissa	9,580	1,325	9,580	0.15	0.040	0.930	1
Allen	96,870	39,278	96,870	1.55	0.403		
Lucas	7,710	2,101	7,710	0.12	0.032		
Wylie	49,500	19,940	49,500	0.79	0.206		
Rowlett	58,830	13,289	58,830	0.94	0.245		
Sachse	58,830	1,960	58,830	0.94	0.245		
Murphy	20,010	3,623	20,010	0.32	0.083	1.215	1
Frisco	172,940	74,099	172,940	2.77	0.720		
Prosper	22,650	3,077	22,650	0.36	0.094		
Little Elm	42,040	4,486	42,040	0.67	0.175		
The Colony	42,090	8,576	42,090	0.67	0.175		
Celina	13,090	1,820	13,090	0.21	0.054		
Providence Village	6,550	322	6,550	0.10	0.027	1.246	1
Dallas	1,286,380	1,126,984	1,286,380	20.60	5.356		
University Park	22,890	13,536	22,890	0.37	0.095		
Highland Park	8,520	5,272	8,520	0.14	0.035	5.486	6
Garland	236,030	101,932	236,030	3.78	0.983	0.983	1
Addison	15,760	66,566	66,566	1.07	0.277		
Richardson	110,140	130,960	130,960	2.10	0.545	0.822	1
Irving	237,490	288,487	288,487	4.62	1.201		
Coppell	41,100	42,084	42,084	0.67	0.175	1.376	1
Mesquite	143,350	61,034	143,350	2.30	0.597		
Balch Springs	24,660	6,183	24,660	0.39	0.103		
Seagoville	16,180	5,666	16,180	0.26	0.067		
Sunnyvale	5,540	5,155	5,540	0.09	0.023	0.790	1
Grand Prairie	189,430	84,554	189,430	3.03	0.789	0.789	1
Duncanville	39,470	16,227	39,470	0.63	0.164		
DeSoto	52,870	19,240	52,870	0.85	0.220		
Cedar Hill	47,480	16,201	47,480	0.76	0.198		
Lancaster	37,880	13,267	37,880	0.61	0.158		
Glenn Heights	11,680	1,114	11,680	0.19	0.049		
Hutchins	5,950	4,084	5,950	0.10	0.025	0.813	1
Carrollton	132,330	107,662	132,330	2.12	0.551		
Farmers Branch	31,590	78,393	78,393	1.26	0.326	0.877	1
Denton	130,990	76,474	130,990	2.10	0.545		
Sanger	8,400	4,287	8,400	0.13	0.035		
Corinth	21,030	6,429	21,030	0.34	0.088		
Lake Dallas	7,260	1,811	7,260	0.12	0.030	0.698	1
Lewisville	104,780	68,798	104,780	1.68	0.436		
Flower Mound	73,130	34,187	73,130	1.17	0.304		
Highland Village	15,540	5,396	15,540	0.25	0.065	0.805	1
Fort Worth	829,560	504,040	829,560	13.28	3.454	3.454	3
Arlington	383,950	212,737	383,950	6.15	1.598	1.598	2
N. Richland Hills	67,530	27,093	67,530	1.08	0.281		
Richland Hills	7,920	6,055	7,920	0.13	0.033		
Haltom City	42,740	23,793	42,740	0.68	0.178		
Watauga	23,610	5,813	23,610	0.38	0.098		
White Settlement	17,380	9,029	17,380	0.28	0.072		
River Oaks	7,310	1,880	7,310	0.12	0.030		
Lake Worth	4,730	6,125	6,125	0.10	0.025		
Westworth Village	2,620	1,097	2,620	0.04	0.011		
Saginaw	21,730	10,131	21,730	0.35	0.090		
Azle	12,140	4,554	12,140	0.19	0.051		
Sansom Park	5,050	857	5,050	0.08	0.021		
Keller	44,940	15,242	44,940	0.72	0.187	1.079	1
Grapevine	49,240	92,774	92,774	1.49	0.386		
Southlake	29,580	32,998	32,998	0.53	0.137		
Colleyville	25,010	10,358	25,010	0.40	0.104		
Westlake	1,380	6,360	6,360	0.10	0.026		
Trophy Club	11,370	1,173	11,370	0.18	0.047		
Roanoke	8,330	8,135	8,330	0.13	0.035		
Hurst	38,410	21,743	38,410	0.62	0.160		
Euless	55,170	20,205	55,170	0.88	0.230		
Bedford	48,600	30,660	48,600	0.78	0.202	1.328	1
Mansfield	65,660	31,353	65,660	1.05	0.273		
Benbrook	22,760	7,238	22,760	0.36	0.095		
Forest Hill	12,840	3,749	12,840	0.21	0.053		
Crowley	14,660	5,648	14,660	0.23	0.061		
Everman	6,090	1,766	6,090	0.10	0.025		
Kennedale	7,420	4,006	7,420	0.12	0.031	0.539	1
Total	6,021,400	4,009,266	6,245,137	100	26	26.000	
Allocation for City Seats					26		
Seat Threshold Based on Combined							
Higher of Population or Employment							
Resulting RTC City Seats					240,198	RTC City Members	27

2018 RTC Membership Structure (Continued)

2018 Population by County Grouped By RTC Seats

County Membership	2018 Population	
<u>Collin County</u>	969,730	1
<u>Dallas County</u>	2,529,150	2
<u>Denton County</u>	844,260	1
<u>Tarrant County</u>	1,989,810	2
<u>Ellis County</u>	183,360	
Ennis	18,910	
Waxahachie	35,550	
Midlothian	30,400	
Red Oak	12,790	
<u>Kaufman County</u>	119,670	
Forney	20,280	
Kaufman	6,730	
Terrell	<u>16,650</u>	
Combined Ellis and Kaufman Population	303,030	1
<u>Johnson County</u>	168,890	
Burleson	44,860	
Cleburne	30,230	
Keene	6,290	
Joshua	6,770	
<u>Hood County</u>	65,060	
Granbury	<u>9,520</u>	
Combined Johnson and Hood Population	233,950	1
<u>Hunt County</u>	95,960	
Commerce	8,260	
Greenville	27,060	
<u>Rockwall County</u>	97,990	
Rockwall	43,750	
Heath	8,180	
Royse City	12,060	
Fate	<u>13,240</u>	
Combined Hunt and Rockwall Population	193,950	1
<u>Parker County</u>	131,210	
Weatherford	27,900	
Mineral Wells	16,790	
<u>Wise County</u>	62,700	
Decatur	6,600	
Bridgeport	<u>6,150</u>	
Combined Parker and Wise Population	193,910	1
County Membership Total		RTC County Members 10
DART		1
DCTA		1
FWTA		1
DFW Airport		1
TxDOT Dallas		1
TxDOT Fort Worth		1
NTTA		1
Transportation Providers		RTC Transportation Provider Members 7
Total Members		Total RTC Members 44

Data Based on NCTCOG 2018 Population Estimates and 2014 Employment Estimates



SECOND READING OF THE DRAFT RTC BYLAWS AND OPERATING PROCEDURES

PRESENTED BY COMMISSIONER DUNCAN WEBB, CHAIR



Regional Transportation Council
August 9, 2018

RTC Bylaws Revision Subcommittee Members

Duncan Webb, Chair
Commissioner, Collin County

David Cook, Vice Chair
Mayor, City of Mansfield

Carol Bush
County Judge, Ellis County

Roger Harmon
County Judge, Johnson County

Lee Kleinman
Councilmember, City of Dallas

David Magness
Commissioner, Rockwall County

Stan Pickett
Mayor, City of Mesquite

Oscar Ward
Councilmember, City of Irving

W. Jeff Williams
Mayor, City of Arlington

Ann Zadeh
Councilmember, City of Fort Worth

Subcommittee Meeting Dates

May 10, 2018

June 14, 2018

July 3, 2018

Summary of Significant Proposed Revisions

Membership

- Add one new city over 5,000 in population (Sansom Park) (Appendix A)
- Move Keller to different group to meet population size requirements
- Maintain number of Dallas seats with Dallas Love Field commitment

Appointees

- In county/city groups, permit county that does not hold the primary seat to appoint the alternate member
- Begin two-year terms for group representatives in July of even-numbered years to coincide with election returns

Summary of Significant Proposed Revisions (continued)

Attendance

- Establish deadline for Primary Member's notification to staff of Alternate Member's meeting attendance – written notification (i.e., letter, email) two hours in advance of the meeting

Council Functions

- RTC establish a policy on the method by which calls for project/funding initiative proposals must be received to accommodate changes in technology over time

Recommended Action

Approve Proposed RTC Bylaws and Operating Procedures as contained in Electronic Item 6.1.



Texas A&M Transportation Institute
The Texas A&M University System
110 North Davis, Suite 101
Arlington, TX 76013

817-277-5503
Metro: 817-261-1661
Fax: 817-461-1239
<http://tti.tamu.edu>

TECHNICAL MEMORANDUM

DATE: January 19, 2018

TO: Andy Oberlander, P.E., Texas Department of Transportation

FROM: Rajat Rajbhandari, P.E.
Jason A. Crawford, P.E.
Stephen E. Ranft

SUBJECT: SH 161 Peak-Hour Lanes Before/After Assessment

SUMMARY

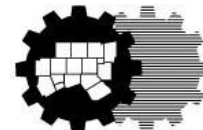
The Texas Department of Transportation (TxDOT) opened peak-hour lanes (PHLs) on SH 161 in both directions in September 2016 as a way to relieve congestion on an approximately three-mile section of four-lane, divided access controlled highway connecting two segments of six-lane, divided toll lanes of President George Bush Turnpike (PGBT.) TxDOT allocated \$3.7 million to install new infrastructure including dynamic message signs, new pavement markers, static signs, illumination, and emergency pull offs. The North Central Texas Council of Governments (NCTCOG) supplemented the physical improvements to assist in the operation of the PHLs by contracting with a towing company to provide for visual inspection of the PHLs before each opening and incident clearance on all lanes during the PHLs operating hours.

TxDOT requested the Texas A&M Transportation Institute (TTI) analyze the Before/After performance of the PHL segments and the impacts on traffic operations such as speeds, vehicle volumes, queue jumping, crashes and PHL violations. This technical memorandum summarizes the results of the study, which showed significant improvements in speeds, vehicle volumes and queue jump reduction after the PHLs were implemented. The technical memorandum also discusses capital and operational costs associated with implementing the PHLs, as well as the day-to-day operational needs to maintain a safe roadway system.

SH 161 Peak-Hour Lane

NATALIE BETTGER

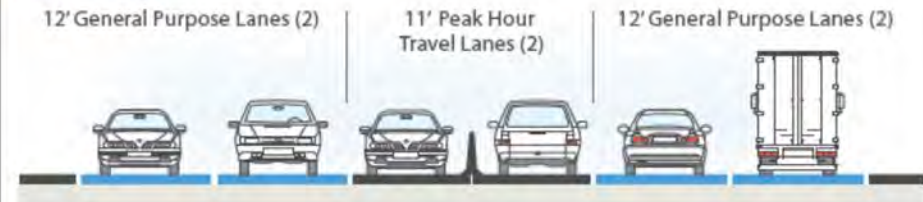
Regional Transportation Council
August 9, 2018



North Central Texas
Council of Governments



PEAK HOUR



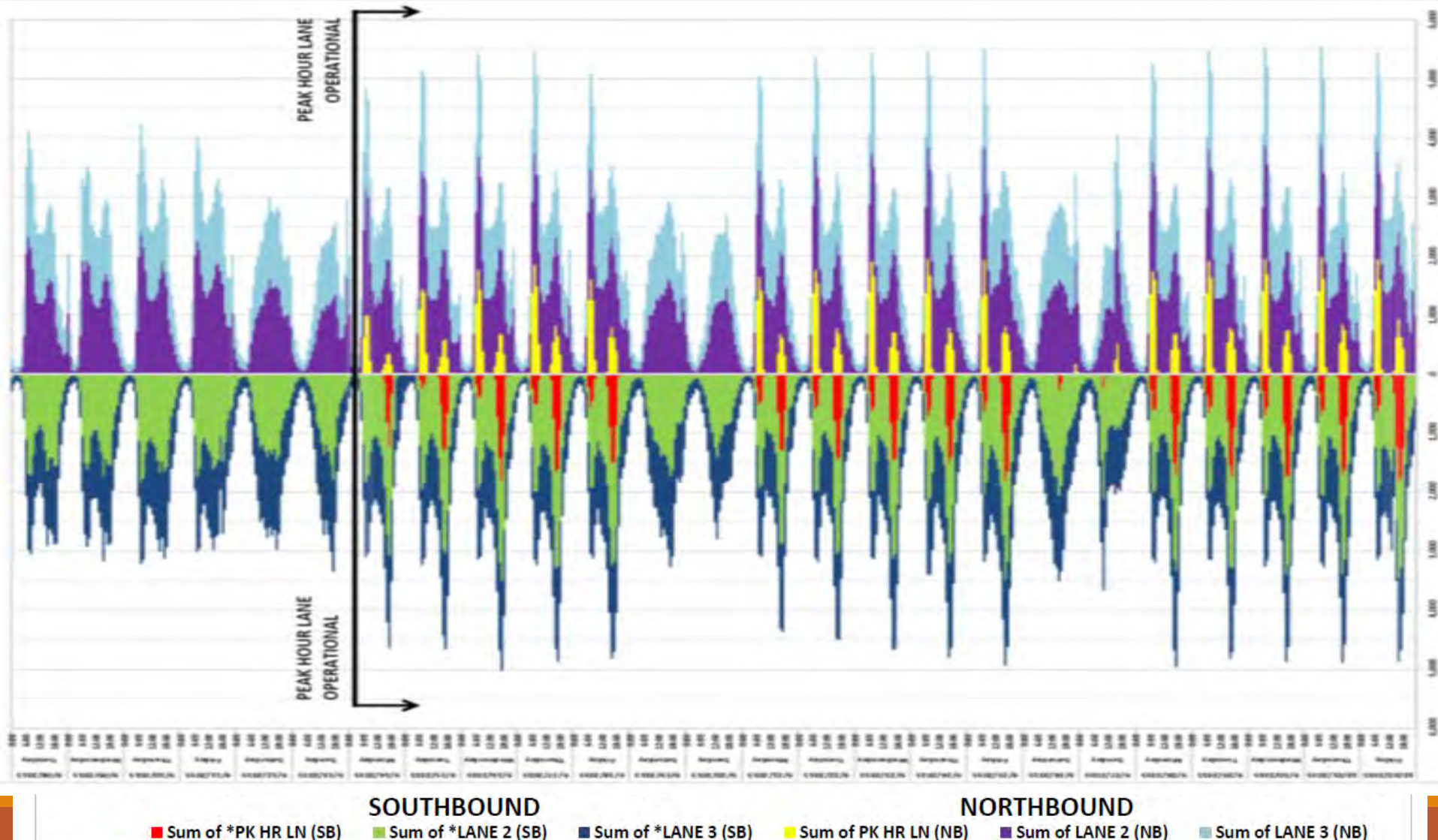
OFF-PEAK HOUR



Project Overview

- Lanes Open to Traffic September 2015
- Assist Irving PD in Expedited Vehicle Removal
- DalTrans (TxDOT Dallas) Operates Lane
- Tow Truck Company Sweeps Lane and Stages
- Started Opening Lane for Special Events in 2017

Directional Hourly Volume by Lane Belt Line Toll Plaza (9/8/15-10/2/15)



Before (8/3/15-9/11/15)

Open (9/14/15 -10/30/15)

After (11/2/15-12/31/15)

Day	D O W	Northbound														
		Morning Peak														
		6:00	6:15	6:30	6:45	7:00	7:15	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	
August 3, 2015	Mon	89	66	55	48	44	31	29	26	23	26	24	29	42	54	63
August 4, 2015	Tue	57	66	49	35	37	38	34	26	22	23	21	26	41	61	65
August 5, 2015	Wed	70	58	50	46	44	32	27	25	20	20	21	30	48	63	67
August 6, 2015	Thu	68	59	47	37	36	29	21	21	19	22	23	31	50	67	64
August 7, 2015	Fri	68	60	41	41	38	33	30	30	33	32	35	47	67	64	72
August 10, 2015	Mon	69	68	48	33	34	31	24	24	22	21	24	26	41	64	67
August 11, 2015	Tue	67	66	39	40	37	32	33	25	22	26	29	43	59	63	62
August 12, 2015	Wed	66	60	42	37	33	32	24	22	23	25	29	37	53	64	64
August 13, 2015	Thu	70	65	41	37	32	25	21	19	22	23	33	57	66	64	
August 14, 2015	Fri	67	67	59	46	44	37	31	27	34	39	56	65	63	68	67
August 17, 2015	Mon	67	64	43	36	36	28	24	22	19	19	22	16	28	41	62
August 18, 2015	Tue	65	58	36	36	31	35	27	26	24	24	28	36	60	67	69
August 19, 2015	Wed	69	66	48	34	35	31	31	22	22	21	26	37	58	55	32
August 20, 2015	Thu	67	63	41	37	34	31	20	17	20	23	28	32	49	68	70
August 21, 2015	Fri	73	62	47	40	39	32	31	33	35	41	48	51	65	69	64
August 24, 2015	Mon	69	62	42	38	38	41	42	39	37	32	34	41	53	69	66
August 25, 2015	Tue	68	52	41	35	39	28	21	20	19	16	21	22	47	42	52
August 26, 2015	Wed	70	64	43	36	38	26	24	20	20	23	25	27	33	53	62
August 27, 2015	Thu	67	64	44	35	36	29	28	17	22	21	23	30	41	49	69
August 28, 2015	Fri	69	63	43	33	36	31	26	23	23	28	33	43	65	67	68
August 31, 2015	Mon	70	65	37	37	34	29	25	19	22	21	22	31	44	51	66

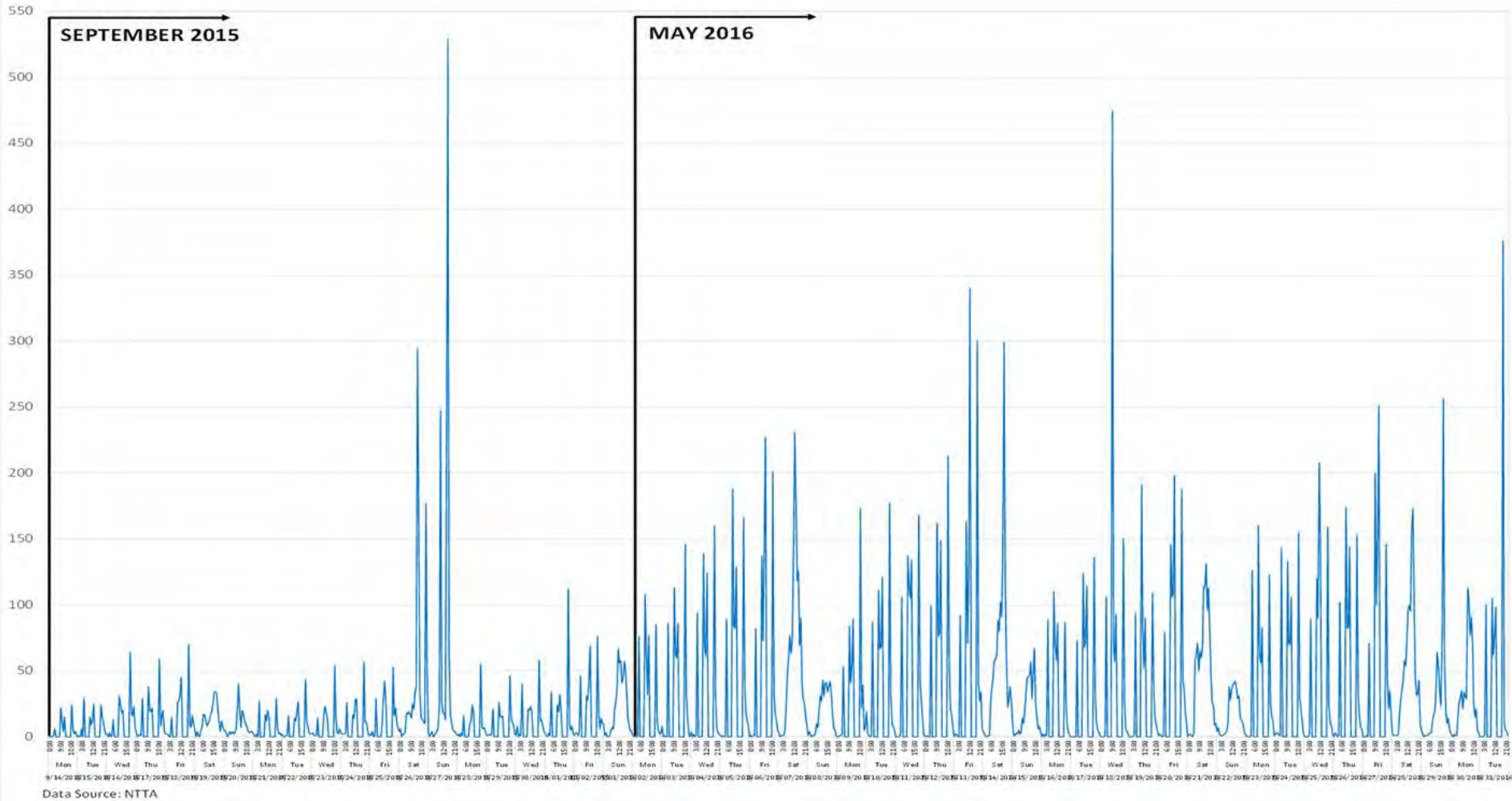
		Southbound														
		Afternoon Peak														
		15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00
8/3/15	Mon	69	47	33	26	25	25	21	18	19	20	23	23	27	39	64
8/4/15	Tue	38	28	30	29	22	17	23	20	18	20	21	19	21	32	52
8/5/15	Wed	37	35	30	23	21	17	18	18	18	18	18	18	21	22	33
8/6/15	Thu	46	31	26	25	21	19	19	19	19	23	24	28	36	55	63
8/7/15	Fri	28	20	26	20	18	17	16	21	23	20	25	39	49	60	64
8/10/15	Mon	49	37	34	25	24	28	25	29	32	42	43	50	60	67	64
8/11/15	Tue	37	29	27	24	22	23	25	18	24	25	33	35	45	63	68
8/12/15	Wed	61	35	31	24	22	21	22	23	26	29	31	37	48	66	66
8/13/15	Thu	46	31	28	21	20	21	20	21	25	24	31	35	45	64	63
8/14/15	Fri	30	25	24	22	19	20	18	19	20	23	25	31	34	56	66
8/17/15	Mon	55	38	36	28	26	19	21	20	21	25	26	27	28	32	47
8/18/15	Tue	40	30	30	21	23	22	20	17	18	22	24	23	23	29	46
8/19/15	Wed	47	38	28	28	27	25	28	26	28	33	41	49	48	67	67
8/20/15	Thu	36	27	28	21	20	22	21	23	26	31	34	38	52	66	62
8/21/15	Fri	31	27	30	30	24	21	19	17	23	26	38	45	57	64	63
8/24/15	Mon	60	46	29	31	30	28	24	21	28	40	43	41	54	64	63
8/25/15	Tue	47	33	29	26	28	22	25	22	23	26	25	27	32	46	63
8/26/15	Wed	47	35	29	15	23	22	22	20	24	23	26	29	30	36	50
8/27/15	Thu	34	33	29	26	26	22	22	25	23	27	31	45	69	64	
8/28/15	Fri	34	17	24	23	22	21	20	18	24	21	25	28	28	36	45
8/31/15	Mon	54	37	36	24	26	19	21	19	23	26	34	43	54	69	64

Day	D O W	Northbound														
		Morning Peak														
		6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30
September 14, 2015	Mon	69	67	65	66	67	70	66	58	68	64	59	62	64	66	65
September 15, 2015	Tue	71	67	63	69	84	64	66	61	63	68	67	65	63	66	66
September 16, 2015	Wed	66	68	65	71	67	62	62	56	66	68	67	65	66	67	67
September 17, 2015	Thu	69	68	62	63	66	66	52	51	65	67	65	67	64	67	67
September 18, 2015	Fri	69	71	67	67	68	68	66	69	71	71	65	66	68	64	70
September 21, 2015	Mon	67	69	66	65	66	68	66	66	65	65	63	65	65	66	65
September 22, 2015	Tue	67	65	63	69	68	65	65	59	65	66	63	62	64	67	67
September 23, 2015	Wed	66	63	65	60	67	65	56	48	55	67	67	62	68	59	66
September 24, 2015	Thu	69	70	66	66	67	64	60	59	68	66	64	63	63	64	66
September 25, 2015	Fri	70	68	66	68	60	57	66	63	64	65	64	70	64	68	67
September 28, 2015	Mon	65	66	68	65	66	67	66	66	66	63	68	67	65	64	66
September 29, 2015	Tue	68	69	66	67	70	68	66	84	82	64	62	64	60	63	66
September 30, 2015	Wed	67	66	65	65	70	63	64	64	66	63	66	63	63	63	68

Day	D O W	Northbound														
		Morning Peak														
		6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30
October 1, 2015	Thu	63	69	70	70	67	63	63	64	68	63	66	64	61	49	
October 2, 2015	Fri	68	66	66	61	67	65	56	54	60	67	68	56	63	61	63
October 5, 2015	Mon	69	66	64	63	69	62	61	60	61	68	64	67	64	70	66
October 6, 2015	Tue	72	67	62	70	67	64	65	55	62	64	66	64	64	67	64
October 7, 2015	Wed	67	67	68	67	60	46	44	53	55	55	63	64	64	64	64
October 8, 2015	Thu	67	67	68	65	66	65	58	56	62	63	67	63	66	67	64
October 9, 2015	Fri	71	67	64	64	67	63	62	65	65	64	61	65	63	70	67
October 12, 2015	Mon	69	69	67	65	66	66	84	64	65	68	70	65	65	68	67
October 13, 2015	Tue	70	67	65	41	34	35	37	42	46	42	53	59	65	69	63
October 14, 2015	Wed	69	64	67	66	66	66	60	55	50	46	55	63	64	66	66
October 15, 2015	Thu	71	67	66	63	70	68	60	55	58	60	67	66	64	44	47
October 16, 2015	Fri	71	67	63	63	65	66	49	47	53	67	67	63	63	66	64
October 19, 2015	Mon	67	67	63	63	63	65	56	54	64	63	58	65	65	65	63
October 20, 2015	Tue	71	71	62	62	68	65	52	46	47	45	60	65	69	67	70
October 21, 2015	Wed	67	64	57	59	63	49	42	43	39	39	48	55	63	64	65
October 22, 2015	Thu	66	65	61	64	66	63	53	48	54	63	66	64	66	65	65
October 23, 2015	Fri	63	60	62	62	62	59	61	61	65	66	56	45	47	48	49
October 26, 2015	Mon	71	63	61	64	67	63	63	61	64	64	64	65	64	72	
October 27, 2015	Tue	70	66	66	68	62	61	54	47	51	54	52	53	64	71	63
October 28, 2015	Wed	68	68	64	66	66	62	52	46	41	23	22	29	52	61	68
October 29, 2015	Thu	67	69	64	63	60	58	47	44	47	49	58	69	66	68	68
October 30, 2015	Fri	66	66	61	67	52	48	42	40	47	50	52	52	56	61	61

Day	D O W	Southbound														
		Afternoon Peak														
		15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00
9/14/15	Mon	62	68	60	54	59	54	57	44	40	34	37	56	61	64	62
9/15/15	Tue	62	65	66	60	59	60	50	33	34	39	47	54	65	63	58
9/16/15	Wed	64	61	63	53	59	56	45	38	32	27	33	38	46	62	63
9/17/15	Thu	54	60	64	49	43	41	36	27	23	25	33	44	63	62	63
9/18/15	Fri	58	58	62	47	42	37	39	38	36	41	51	56	66	62	64
9/19/15	Mon	65	66	64	64	63	57	59	64	63	68	67	67	66	66	66
9/20/15	Tue	69	66	65	59	63	58	64	56	44	64					

Total Lane Violations by Hour at Belt Line Road Toll Plaza



Lessons Learned

- The Peak-Hour Lane increased traffic volume through the bottleneck portion of SH 161 between the two segments of President George Bush Turnpike
- Faster speeds were observed after the opening of the lane, but as volume increased, speeds normalized
- Violations (driving in lane while closed) occurred frequently
 - Most frequently within approximately 30 minutes of opening/closing lane and on weekends
 - Enforcement v. safety was a major issue for first responders
- Few crashes occur on peak-hour lane

Next Steps

- Lane will open all hours once TxDOT construction on ultimate section commences December 2018
- Extend contract with URT Texas to continue Peak-Hour Lane operations through December 2018
- Analyze performance data collected by towing agency
- Investigate areas of further application of Peak-Hour Lane strategies (e.g. US 75, SH 121)

Contact Information

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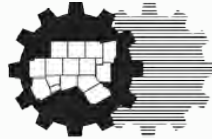
Clifton Hall
Transportation Planner
817-608-2384
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MPO Performance Measure Target Setting

Regional Transportation Council

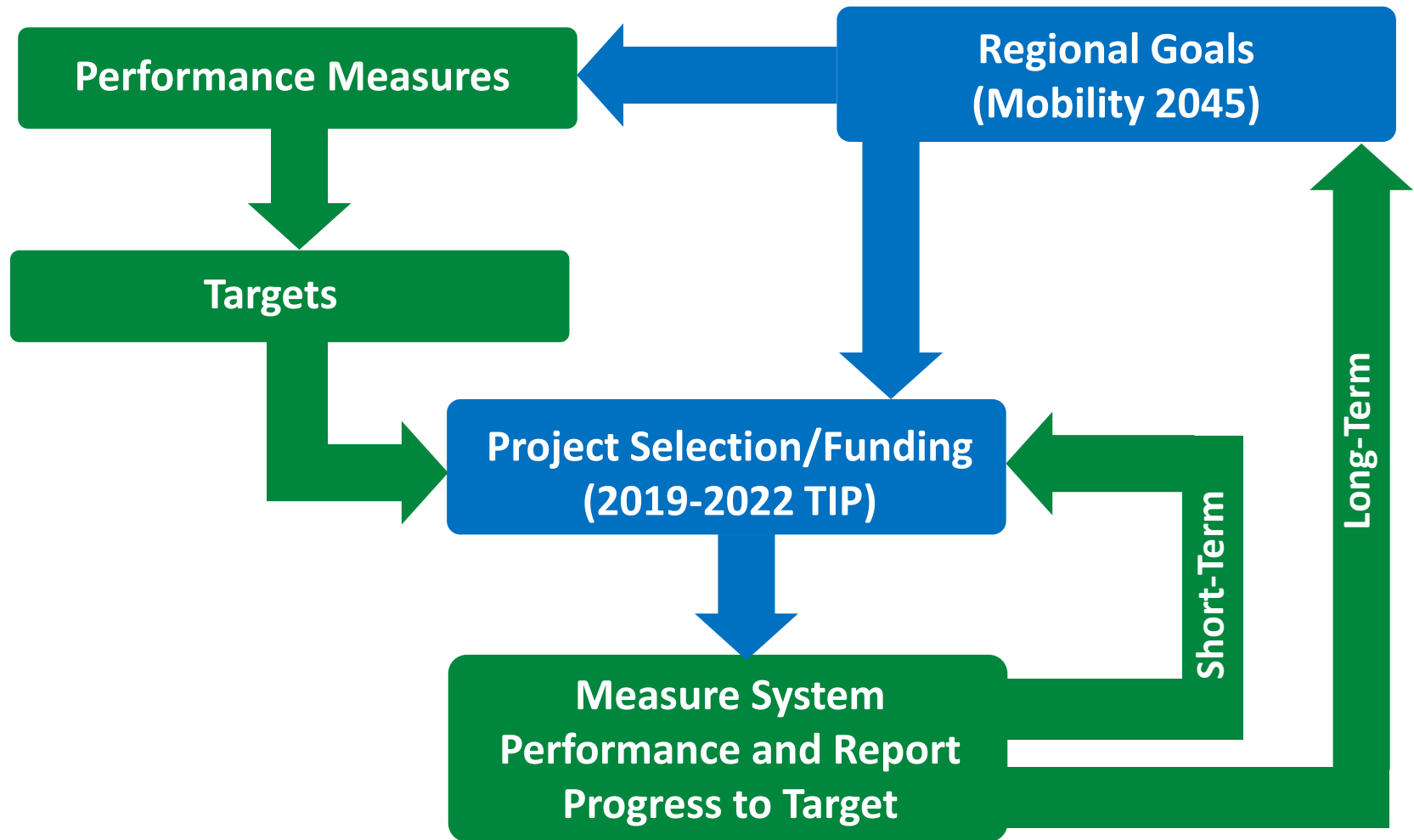
Dan Lamers, P.E.

August 9, 2018



North Central Texas
Council of Governments

Performance Based Planning



Federally Required Measures

(1) Transit Asset Management (TAM)



- Percentage of Non-Revenue, Support-Service, and Maintenance Vehicles that have either Met or Exceeded their Useful Life Benchmark
- Percentage of Revenue Vehicles within a Particular Asset Class that have either Met or Exceeded their Useful Life Benchmark
- Percentage of Track Segments with Performance Restrictions
- Percentage of Facilities within a Particular Asset Class that are Rated Below Condition 3 on the TERM Scale

Transit Provider → MPO → State

Federally Required Measures

(2) Safety



- Number of Fatalities
- Rate of Fatalities
- Number of Serious Injuries
- Rate of Serious Injuries
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

State → MPO

Federally Required Measures

(3) Pavement/Bridge

- Percentage of Pavement of the Interstate System in Good Condition
- Percentage of Pavement of the Interstate System in Poor Condition
- Percentage of Pavement of Non-Interstate System in Good Condition
- Percentage of Pavement of Non-Interstate System in Poor Condition
- Percentage of Bridges Classified as in Good Condition
- Percentage of Bridges Classified as in Poor Condition

State → MPO

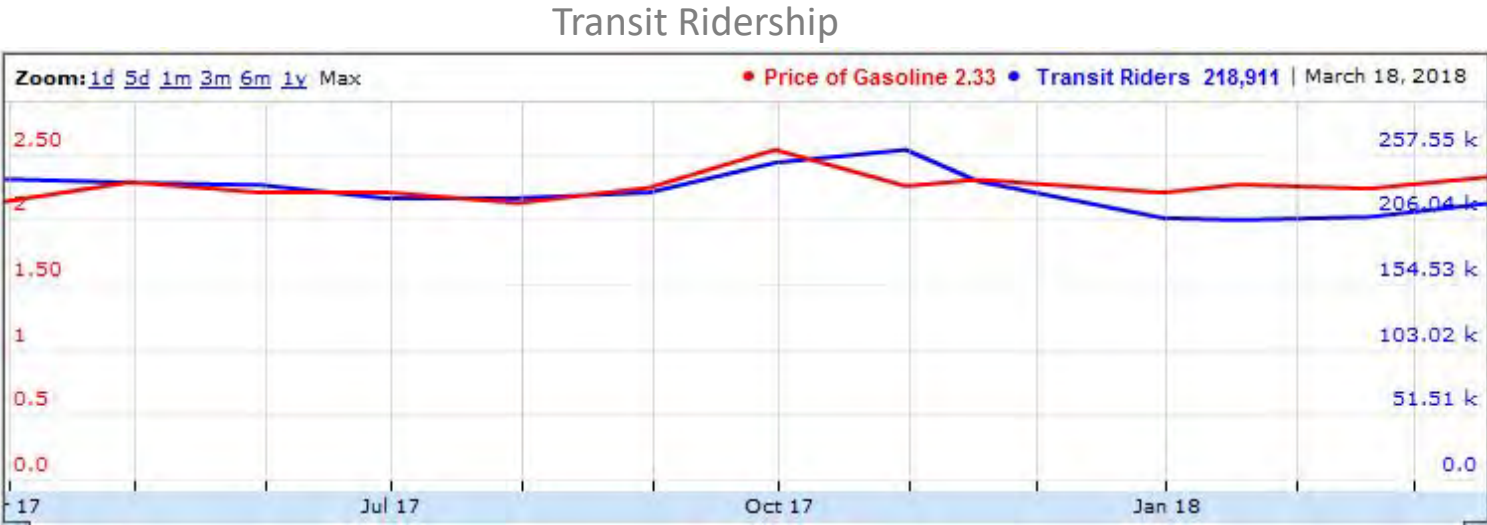
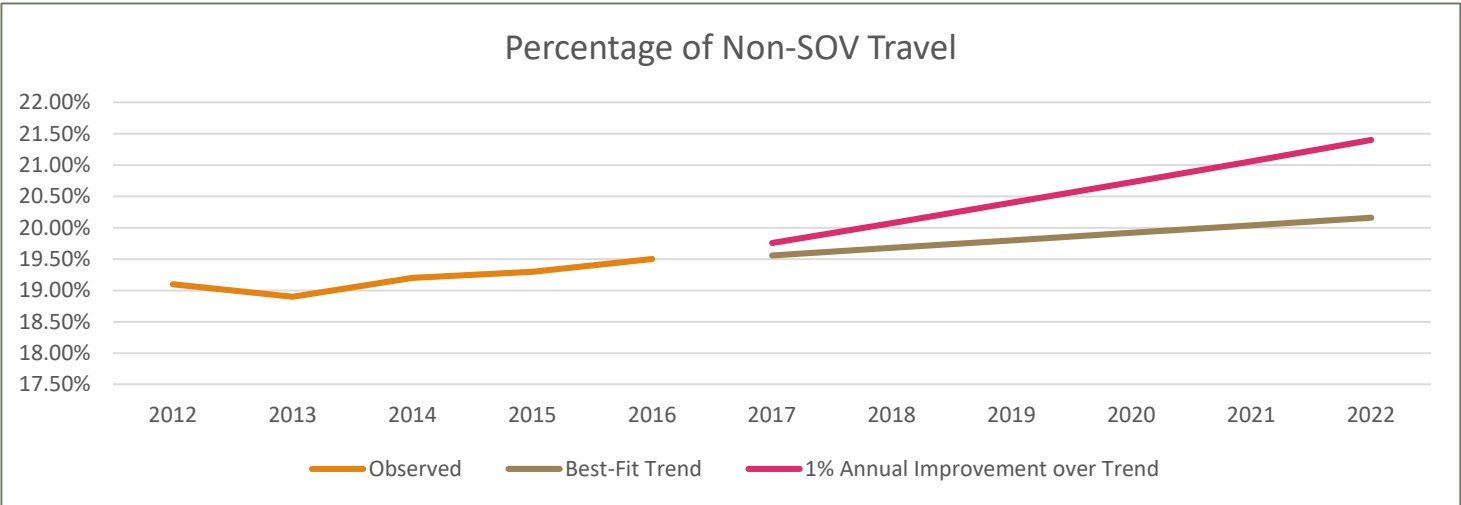
Federally Required Measures

(4) System Performance/Freight/CMAQ

- Percentage of Person-Miles Traveled on the Interstate System that are Reliable
- Percentage of Person-Miles Traveled on the Non-Interstate System that are Reliable
- Truck Travel Time Reliability Index
- Annual Hours of Peak-Hour Excessive Delay per Capita
- Percentage of Trips that are not Single-Occupant Vehicles (Non-SOV)
- Total Emission Reductions

State → MPO

Regional Performance Measure/Target Example



Regional Approach

Implement Required Federal Measures

(National Performance)

Implement Additional Regional Measures

(Regional Performance - tell our story)

Reporting and Publishing

- Report to TxDOT (required)  FHWA/FTA
- Include in Metropolitan Transportation Plan (required)
- Include in Transportation Improvement Program (required)
- Publish in State of the Region Report (annually)

Schedule

July 27	STTC Information Item - Performance Measures and Targets
August 9	RTC Information Item - Performance Measures and Targets
August 24	STTC Workshop - Performance Measures and Targets
September 13	RTC Information Item
September 28	STTC Information Item - Draft Targets
October 11	RTC Information Item - Draft Targets
October 26	STTC Action Item - Recommend Approval of Final Targets
November 8	RTC Action Item - Approval of Final Targets
<i>November 15</i>	<i>Deadline for Targets</i>

Staff Contacts

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Dan Lamers, P.E.

Senior Program Manager

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Engaging Diverse Audiences in Planning for Transportation and Improving Air Quality

Public Participation Plan

February 2015

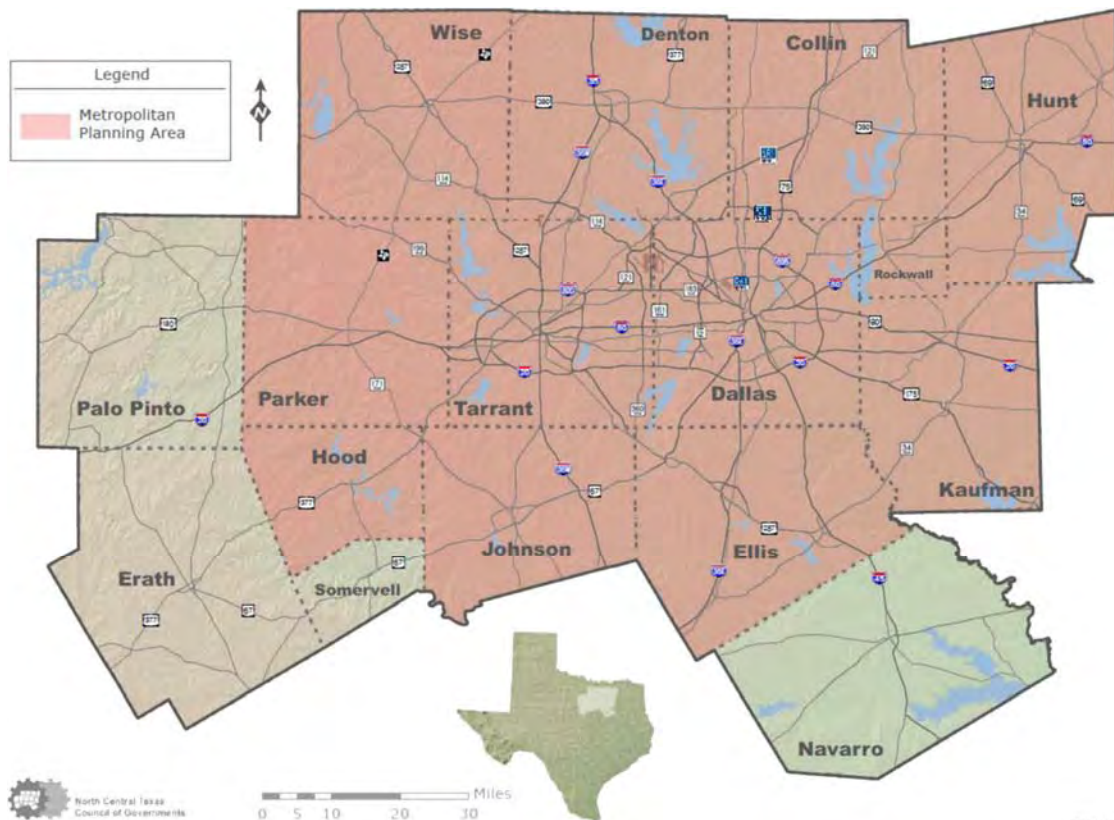


Metropolitan Planning Organization for the Dallas-Fort Worth Area

1. About the Metropolitan Planning Organization (MPO)

North Central Texas Council of Governments Transportation Department and Regional Transportation Council

As the federally designated Metropolitan Planning Organization for the Dallas-Fort Worth area since 1974, the North Central Texas Council of Governments Transportation Department works in cooperation with the region's transportation providers to address the complex transportation needs of the rapidly growing region. The 12-county region includes Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. This is the area expected to be urbanized in the next 20 years. North Texas is one of the fastest-growing regions in the country, adding about 1 million people every 10 years. About 6.8 million people live in the region today, and that is expected to increase to nearly 10 million by 2035. NCTCOG works with its transportation partners and all levels of government as well as the public to ensure traffic safety and congestion are addressed and choices such as passenger rail and bicycle-pedestrian facilities are part of the multimodal transportation system.



The Regional Transportation Council (RTC), the independent policy body of the MPO, oversees the work of the MPO, establishes priorities and guides the development of multimodal transportation plans, programs and partnerships. The RTC consists primarily of local elected officials and representatives from the area's transportation providers, and the RTC determines how to allocate federal, state and regional funds to transportation improvements. Committees and advisory groups lend expertise and develop recommendations for the RTC to consider.

2. Collaboratively Developing Solutions

Communication, Coordination Enhance Transportation Plans

Defining the future of transportation is a collaborative process, and the MPO works with many different individuals and groups to identify the transportation needs and solutions to preserve the quality of life in the region and ensure people and goods can travel safely, efficiently and reliably in the region today and in the future. Additionally, in the Dallas-Fort Worth area, the MPO must ensure transportation plans are consistent with federal goals to improve air quality because 10 Dallas-Fort Worth area counties do not meet the ozone standard set by the Environmental Protection Agency. The MPO develops and implements programs to reduce ozone-causing emissions from transportation-related sources. To accomplish the mobility and air quality goals of the entire region, it is important to hear from people who live, work and travel in North Texas and have varying transportation needs and priorities. This Public Participation Plan outlines the responsibilities as well as the goals and strategies for engaging the broadest and most diverse audiences possible.

Public Involvement Goals

NCTCOG will continue to adhere to federal requirements for public involvement, in addition to finding new ways of engaging the public in the transportation planning and programming process. The laws and legislation relevant to public participation and how NCTCOG responds to each are outlined in Appendix A.

To engage diverse audiences in planning for transportation and improving air quality, an integrated communications and outreach plan must be implemented. Making content relevant, removing barriers to participation and stating information simply and visually will facilitate understanding and meaningful input. NCTCOG not only seeks to inform and educate but also to empower and improve opportunities for the public to share their ideas, perspectives and priorities for transportation. When the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, which provides the support for whatever transportation decisions are made. Finally, monitoring, evaluating and refining communications and outreach strategies will ensure NCTCOG's efforts to inform and gather input are inclusive and effective. Public involvement goals and the strategic priorities to accomplish each are outlined below.

Inform and Educate

- Increase awareness and understanding of the MPO among North Texans.
- Connect with organizations and community leaders who can help reach more people and engage those individuals in the planning process.
- Make information accessible and understandable.
- Provide timely public notice of information resources and opportunities to comment on plans, policies and programs.
- Develop visuals to illustrate and enhance communications.
- Ensure transparency as Regional Transportation Council and the standing technical, policy and strategic committee meetings are all open meetings that anyone can attend.
- Provide language translation and alternate formats as requested.

Engage Diverse Audiences and Encourage Continued Participation

- Identify the affected public and other stakeholder groups with respect to the plans, programs, projects, policies and partnerships under development.
- Encourage input to be submitted in numerous ways, including those that are flexible, creative and innovative.
- Clearly define purpose and objectives for public dialogue on transportation plans, programs, projects, policies and partnerships.
- Eliminate barriers to participation by allowing 24/7 access to information and comment opportunities and hosting public meetings at accessible locations and convenient times but complemented by a video recording that can be viewed as individual schedules permit.
- Document and respond, as needed, to comments received, whether at a public meeting, an outreach event or received by mail, e-mail, website or social media.
- Share public input with technical and policy committees.
- Use input to develop policies, plans and programs, making the final versions easily accessible.

Evaluate Public Participation Strategies

- Incorporate more surveys at events and online.
- Review quantitative and qualitative data for outreach and communications efforts.
- Review how public input influenced transportation decision-making.

Diversity and Inclusiveness

It is a priority to increase the number and diversity of participants.

Consistent with federal requirements outlined in Appendix A, NCTCOG is committed to incorporating Environmental Justice elements and Title VI considerations into its Public Participation Plan. During the public participation process, populations that have been traditionally underserved by existing transportation systems, including but not limited to low-income and minority households, are sought out and their needs considered.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify areas having considerable numbers of protected populations, and this can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts.

A Language Assistance Plan (LAP) (Appendix B) outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outlines the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

Through building new relationships with organizations and communities that serve groups traditionally under represented, NCTCOG will reach far more individuals. Other opportunities to potentially increase the number and diversity of people reached and engaged include, but will not be limited to:

- Media outreach – traditional and non-traditional. Research newspapers and blogs serving areas with considerable numbers of protected populations.
- Paid advertising. Identify opportunities to place paid advertisements in strategically selected media and organization publications to encourage individuals to sign up to be involved in determining transportation plans for the region.
- Language translation.
- Community liaisons. Establish and facilitate a network of community liaisons who can share information and opportunities with those whom they interact with on a regular basis.
- Business outreach. Beginning with focus group-type meetings with chambers of commerce, staff will evaluate how to enhance outreach to the business community. Chambers of commerce, including minority chambers, are included in the public involvement contact list. Staff, however, will consult with chamber and business leaders to identify other opportunities to inform and involve businesses and employees.
- Non-profit coordination. Identify and develop opportunities to coordinate with non-profit organizations already effectively reaching segments of the North Texas population.

Audiences and Stakeholders

Collaboration and communication help develop the consensus needed for transportation plans, policies and projects that accomplish the mobility, quality of life and air quality goals of the region. NCTCOG strongly encourages involvement and input from individuals and groups who reside, have interest or do business in the North Texas area and may be affected by transportation and air quality decisions. Individuals especially connected to others, either formally or informally, are important to enhancing communications and outreach, as they can share information, resources and opportunities for public input. Further developing these connections will expand the reach of NCTCOG information and involve more people in transportation decision-making.

Groups and Individuals to Inform, Involve

- Affected public agencies
- Affordable housing groups
- Airport operators
- City/county staff
- Commercial property interests
- Community groups (economic development organizations, neighborhood associations, chambers of commerce and business organizations, bicycle groups, community organizations)
- Community leaders
- Commuters
- Elected officials

- Environmental groups
- Federal and state wildlife, land management and regulatory agencies
- Freight industry (freight shippers, providers of freight transportation services)
- Higher education faculty, staff and students
- Individuals
- Landowners
- Limited English proficient persons
- Local and state emergency response agencies
- Low-income populations
- Media
- Minority populations
- Non-profit organizations
- Organizations focused on aging
- Organizations serving rural area residents
- Organizations serving veterans
- Private providers of transportation
- Professional organizations
- Public health organizations
- Public transit operators
- Public transit users
- Real estate professionals
- Representatives of agencies and organizations serving individuals with disabilities
- Representatives of public transportation employees
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- School district representatives
- Seniors
- Social service organizations
- State and local agencies responsible for growth and economic development
- Transportation advocates
- Transportation partners
- Tribal Governments
- Women's organizations
- Youth

Committees

Standing and ad hoc committees, subcommittees, task forces and working groups provide valuable input, insight and coordination on planning for transportation and air quality issues in the region. The Regional Transportation Council (RTC) is the forum for cooperative decision-making by primarily elected officials of local governments in the Metropolitan Planning Area. The Regional Transportation Council meets regularly on the second Thursday of each month.

The Surface Transportation Technical Committee provides technical review and advice to the Regional Transportation Council with regard to the surface transportation system. Other technical committees, determined by the NCTCOG Transportation Director, as needed, shall provide technical review and advice for the regional transportation planning process.

Meetings of the RTC and the standing technical, policy and strategic committees are open meetings. For more on the committees, past and upcoming meetings and other information, visit www.nctcog.org/trans/committees.

3. Specific Opportunities for Involvement, Outcomes

Early and Continuous Public Engagement Complements Focused Efforts for Outcomes, Milestones

NCTCOG strives to continuously inform and involve the public. North Texans are encouraged to submit comments and questions at anytime. However, when developing and updating major plans and programs there are several specific outcomes and milestones that especially benefit from public input. Staff seek to align the outcomes and milestones to outreach efforts and opportunities for public involvement. It is important that local governments, transportation partners, business and community groups, non-profits, stakeholders and interested residents who all have a stake in the outcomes have opportunities to be involved in determining the future of transportation in the region. As such, the level of outreach and opportunities for input correlate to the significance of the transportation planning outcomes and milestones.

Consideration of and Response to Public Comments

NCTCOG compiles, summarizes and responds to (as appropriate), substantive comments submitted on plans, programs and policies. Public input provides NCTCOG and the RTC with community insight that can be balanced with professional expertise and technical analysis to reach an informed decision. In the event that more than one public meeting is scheduled, the public comment period begins the day of the first meeting. When a specific comment period is stated, comments must be received by 11:59 pm CST on the date specified as the deadline.

With an increased focus on expediting project implementation and funding allocation, there may be rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

Additional Comment Opportunities for Changes to Final Plans

If any of the final plans or programs differ significantly from the draft that was made available for public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be made available. At the minimum, the format of the additional comment opportunity will be the same as the initial opportunity and have a minimum 14-day comment period, unless provisions for an expedited comment period apply as outlined above. In the case of public meetings, the number and location of the subsequent public meeting(s) may vary, but at a minimum one public meeting will be held at NCTCOG, and a video recording of that meeting will be posted online.

Minor changes or changes that could have reasonably been foreseen can be made without further opportunities for public involvement. This is consistent with CFR § 450.316 (a)(1)(viii) included in Appendix A.

Inclement Weather and Public Comment Periods

Specific public comment periods are given for the transportation planning actions and outcomes outlined, and these are initiated either by a public meeting or posting information online for public review. Should inclement weather lead to the cancelation of one or more public meetings,

NCTCOG will first notify the public of the cancelation through e-mail, web page updates and social media. In most cases, if another public meeting in the series can be hosted as planned and/or a video recording made available at www.nctcog.org/input, the deadline for public comments will remain as if weather was not a factor. However, based on the topic, staff may determine it is necessary to reschedule the meeting or meetings and adjust the public comment period. If action initiating a public comment period, such as posting information to www.nctcog.org/input for review, is delayed by inclement weather, staff will communicate by e-mail and social media the delay and again when the information becomes available. If the delay is less than seven calendar days, the deadline for public comments will remain as if weather was not a factor.

Public Participation Plan Development and Updates

The Public Participation Plan describes the public involvement responsibilities of the MPO and outlines goals and strategies for engaging the broadest and most diverse audiences possible in the transportation planning process. Staff monitor and evaluate communication and outreach strategies and review federal legislation and guidance for public participation. As communications trends and transportation planning requirements change, staff will determine the level and timing of changes needed to the Public Participation Plan. Staff will align input opportunities with the extensiveness of proposed changes.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development or update of the Public Participation Plan	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	45 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Update to one or more Public Participation Plan appendix or legislative reference in the document	Proposed changes posted online for public review and comment at www.nctcog.org/input	45 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications
Typographic or grammatical correction	None, changes not substantive	Not applicable	Not applicable

Unified Planning Work Program (UPWP)

The Unified Planning Work Program for Regional Transportation Planning provides a summary of the transportation and related air quality planning tasks conducted by the MPO. It is developed every two years and serves as a guide for transportation and air quality planning activities to be conducted over the course of specified fiscal years. Included in the UPWP are detailed descriptions of the transportation and air quality planning tasks with a summary of the amount and source of funds to be used. The UPWP is developed in cooperation with the Texas Department of Transportation, transportation authorities, toll authorities and local governments in the Dallas-Fort Worth Metropolitan Area. Specific planning needs for the region are identified through requests solicited from representatives of these agencies. This information is combined with regional needs identified by NCTCOG, and after allocating funds from available resources, presented as a proposed Work Program for the upcoming fiscal years. The UPWP is modified periodically to reflect new initiatives, project modifications and funding adjustments.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the UPWP	One public meeting that is also video recorded and available online with materials to outline recommendations.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Modifications	Video summary and recommendations posted online for public review and comment at www.nctcog.org/input	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • Social media • Newspaper ad, including minority publications

Metropolitan Transportation Plan

Updated at least every four years, the Metropolitan Transportation Plan is the long-term, financially constrained, multimodal transportation plan for the region. It includes policies, programs and projects for development that respond to adopted goals, and it guides expenditures of state and federal funds during the next 20 or more years. It is the product of a comprehensive, cooperative and continuous planning effort. Transit, highway, local roadway and bicycle and pedestrian projects are among projects included in the Metropolitan Transportation Plan. During its development, transportation investment priorities and major planning-level project design concepts are established. Broad regional impacts of transportation and the environment are addressed. This is an early and important opportunity for the public and stakeholders to help define and influence transportation in the region. As such, numerous outreach and communications strategies are implemented to engage a diverse audience in public input opportunities. Strategies may include but are not limited to print and online surveys, stakeholder workshops, website content, media outreach, e-mail and mail notices, presentations to community groups and public meetings for both the development of the Metropolitan Transportation Plan and review of its final recommendations prior to Regional Transportation Council approval consideration. Public comments on the Metropolitan Transportation Plan will be included in the documentation of the plan or by reference to the Transportation Conformity documentation.

Changes to the Metropolitan Transportation Plan are incorporated through an update, amendment or administrative modification, and public input opportunities correspond to the level of proposed changes.

The most comprehensive set of changes, an update, is a complete review of the Metropolitan Transportation Plan that addresses new demographics or changes to the overall timeframe for the plan. Project changes, additions or deletions may also be part of an update.

An amendment incorporates a significant change to one or more projects included in the Metropolitan Transportation Plan, but it does not modify the demographic assumptions or overall timeframe for a plan. The addition or deletion of a project is completed through the amendment process. Other examples of changes to projects that would require an amendment include, a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope, e.g., changing project termini or the number of through traffic lanes. An amendment requires public review and comment and redemonstration of fiscal constraint. Changes to projects that are included only for illustrative purposes outside of the financially constrained section of the plan do not require an amendment.

It should be noted that the purpose of the public comment and review period in all cases is to solicit feedback on the recommendations and information documented in the Metropolitan Transportation Plan. As a result, it is sometimes necessary to make minor modifications to the Metropolitan Transportation Plan documentation and coded transportation model networks. These modifications may include updating existing project data, correcting erroneous information, or clarifying text. In the event that these types of changes are necessary during the public comment and review period, revised documentation will be posted online at www.nctcog.org/input and the associated Metropolitan Transportation Plan website. Notification of these revisions will be provided to the public involvement contact list and through social media.

Administrative modifications are minor changes to project/project phase costs, funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative revision is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination. This could also include project clarifications or technical network coding/reporting corrections consistent with NCTCOG review, public comments and conformity partner comments.

Finally, changes to the section of non-regionally significant projects in the Metropolitan Transportation Plan may be incorporated through the Transportation Improvement Program modification process to ensure consistency between the two documents.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Metropolitan Transportation Plan	A series of public meetings shall be held at least 60 days prior to requesting RTC approval. A second series of public meetings will be held at least 30 days prior to RTC approval. Meetings will be throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days following each meeting	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Metropolitan Transportation Plan Update	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

Metropolitan Transportation Plan, continued

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Metropolitan Transportation Plan Amendment	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Metropolitan Transportation Plan administrative revisions	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	<ul style="list-style-type: none"> • Availability of information included on next notice for a public input opportunity

Transportation Improvement Program

As projects listed in the Metropolitan Transportation Plan move closer to implementation, they are added to the Transportation Improvement Program, a comprehensive, multi-year list of funded transportation projects. The TIP lists projects with committed funds from federal, state and local sources. To maintain an accurate project listing, this document is updated on a regular basis, according to the Transportation Improvement Program Modification Policy in Appendix C. The modification policy defines types of TIP modifications and the related procedures. Every two to three years, NCTCOG, in cooperation with the Texas Department of Transportation, local governments and transportation agencies, develops a new TIP. Public comments on the TIP will be included in the documentation of the TIP or by reference to the Transportation Conformity documentation. With an increased focus on expediting project implementation and funding allocation, there may be very rare occasions in which issues arise that require urgent modification of the Transportation Improvement Program due to funding requirements or timelines. In these cases, there will be adequate public notice and clear communication of the abbreviated comment period. An abbreviated comment period will be at least 72 hours. Longer comment periods are preferred and will be offered whenever possible.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Transportation Improvement Program	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
TIP Revisions requiring Regional Transportation Council approval	Recommendations posted online for public review and comment at www.nctcog.org/input	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
TIP Administrative Amendments and modifications supporting previous RTC action	Summary of modifications accessible from www.nctcog.org/input for informational purposes.	Not applicable	<ul style="list-style-type: none"> • Availability of information included on next notice for a public input opportunity
Project changes not requiring TIP modification	Not applicable	Not applicable	Not applicable

Transportation Conformity

The region’s long- and short-range transportation plans, the Metropolitan Transportation Plan and Transportation Improvement Program, must comply with federal air quality regulations because the Dallas-Fort Worth area is designated by the EPA as nonattainment for the pollutant ozone. The Transportation Conformity analysis documents that the total ozone-causing pollution expected from all of the region’s planned transportation projects are within limits established in the State Implementation Plan. The analysis incorporates, among many factors, the expected completion date of transportation projects. The draft conformity determination of the Metropolitan Transportation Plan and Transportation Improvement Program and supporting documentation shall be made available at the related public meetings.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity determination draft related to development of the Transportation Improvement Program or Metropolitan Transportation Plan	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Transportation Conformity determination draft related to update or amendment of the Metropolitan Transportation Plan	Multiple public meetings throughout the region at day and evening times at least 30 days prior to requesting RTC approval, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Transportation Conformity draft related to changes to the transportation system	One or more public meetings at least 30 days prior to RTC approval.	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

Transportation Conformity, continued

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Transportation Conformity draft related to changes in the emission budget of the State Implementation Plan and/or nonattainment area boundary changes	Draft conformity determination and supporting data posted online for public review and comment at www.nctcog.org/input	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Transportation Conformity approval by federal partners	None, final approval available at www.nctcog.org/conformity	Not applicable	<ul style="list-style-type: none"> • News release announcing federal approval

Federal Transit Administration Funding

Local public transportation providers receive Federal Transit Administration (FTA) funds through the Urbanized Area Formula Program. The providers request Urbanized Area Formula Program funds, including Job Access / Reverse Commute (JA/RC) projects, through their annual Programs of Projects (POPs). The POPs are included in the Transportation Improvement Program following public comment and approval by the Regional Transportation Council. The public involvement procedures outlined below satisfy the federal public participation requirements associated with development of POPs, and this is stated on public meeting notices. Additionally, up to two percent of the Urbanized Area Formula Program funds are awarded through a competitive Call for Projects for Job Access / Reverse Commute projects. NCTCOG follows the same public involvement procedures when recommending the award of funds through a Call for Projects. Local public transportation providers may also receive funds from other FTA formula programs, and the public will have an opportunity to review and comment on the recommendations. Whenever possible, draft POPs and other funding recommendations will be combined with a discussion about regional public transportation needs and priorities to garner interest and provide for a more comprehensive discussion. Changes to POPs will be addressed through the Transportation Improvement Program modification process.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Draft Programs of Projects for Urbanized Area Formula Program funds (includes Job Access / Reverse Commute projects)	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release
Funding recommendations for other Federal Transit Administration formula programs, e.g., Bus and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities and State of Good Repair	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> • Information sent to public involvement contact list • NCTCOG publication article • Social media • Newspaper ad, including minority publications • News release

Annual Listing of Obligated Projects

Federal regulations require NCTCOG to develop an annual listing of obligated projects, including investments in roadways, transit, maintenance, pedestrian walkways and bicycle transportation facilities, for which federal funds were obligated in the preceding fiscal year. NCTCOG, in consultation and coordination with the Texas Department of Transportation and public transportation agencies, compiles the information and publishes the annual listing of projects at www.nctcog.org/annual.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Publishing of Annual Listing of Obligated Projects	Review only at www.nctcog.org/annual	Not applicable	<ul style="list-style-type: none"> Information sent to public involvement contact list NCTCOG publication article Social media

Congestion Management Process

The Congestion Management Process outlines lower-cost projects and programs for the effective management of transportation facilities and systems, maximizing the benefit of available resources and improving reliability of the system. A transportation system as large as Dallas-Fort Worth's needs more than just capital improvements to run smoothly. The CMP includes quick-to-implement, low-cost strategies to better operate the system and manage travel-demand. These strategies complement costly infrastructure improvements. This plan is required of metropolitan areas with populations exceeding 200,000 people, and it is updated periodically.

Transportation Planning Action	Minimum Public Involvement Opportunity	Length of Comment Period	Minimum Notification of Opportunity
Development of the Congestion Management Process	Multiple public meetings throughout the region at day and evening times, and at least one meeting will be video recorded and posted online at www.nctcog.org/video	30 days	<ul style="list-style-type: none"> Information sent to public involvement contact list NCTCOG publication article Social media Newspaper ad, including minority publications News release

Environmental Studies

Whenever NCTCOG is involved in the development of environmental documents pursuant to the National Environmental Policy Act (NEPA), the public involvement requirements of implementing agencies; and when applicable, the Texas Department of Transportation Environmental Manual, will be met. During this process, NCTCOG will continuously coordinate with the implementing agency.

Additionally, as the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours. The comment period is determined by the agency publishing the document.

4. Integrated, Comprehensive Outreach and Communications

Expanding Opportunities to Learn about, Provide Input on Plans

By offering information in a variety of formats, NCTCOG is able to include far more people in the planning process than relying on a limited number of strategies and opportunities. Efforts to inform and gather input from the public include, but are not limited to, the following strategies.

Upon request, any NCTCOG Transportation Department information will be converted into alternative formats or languages.

Websites and Technology

Advances in technology have made it easier for the public to participate in the planning process on their own free time using a computer or mobile device. An increase in ownership of smart phones is narrowing the digital divide and presents additional opportunities to engage users.

The Internet is a dynamic tool that allows NCTCOG to reach a large cross section of people at times conducive to their schedules. People have access to web-based information 24 hours a day, seven days a week. Websites, e-mail lists, online video, webinars and social media can all be used to inform, educate and start dialogues about transportation planning.

NCTCOG maintains a website, www.nctcog.org/trans, that provides easy access to information about the plans, programs and policies of the MPO. The website includes a calendar of events, committee activities and actions, requests for proposals and requests for qualifications and electronic versions of plans, reports, policies and program information. The site includes a search feature that allows users to find specific documents or other information using key words.

When information is released for public review and comment, it will be available at www.nctcog.org/input, which will be included on all communications announcing the public review and comment opportunity.

This site includes a Public Involvement web page, www.nctcog.org/trans/outreach/involve, to provide the latest information on public meetings, media releases, public surveys and the NCTCOG Transportation Department Public Participation Plan. Public meeting presentations, handouts, schedules, flyers and minutes are made available on this site as well. A printable public notification form for mailing or an online version that can be used via e-mail is available.

Interested parties may also directly access all Transportation Department staff members via e-mail, phone, fax or postal mail.

Finally, website visitors can easily subscribe to receive information from NCTCOG and submit comments and questions. Public information staff can make available to the public items on the website if a person does not have Internet access.

Social Media

The NCTCOG Transportation Department maintains a social media presence to inform North Texans about programs, projects, policies and opportunities for them to give input and be involved in the decision-making process. This includes the use of Facebook, Twitter, Instagram, Vimeo and YouTube. Additional types of social media may be added in the future. NCTCOG staff will post information on the department accounts and monitor and respond to questions and concerns as warranted. Additionally, staff occasionally submit suggested social media content to cities, chambers of commerce and other organizations for inclusion in their communications.

Video

One of several visualization techniques, video is used to increase understanding of complex transportation plans, policies and programs. Video recordings of public meetings and Regional Transportation Council meetings are posted online at www.nctcog.org/video. Video recordings of selected other meetings and workshops are also available. Additionally, short, informational videos are posted at www.youtube.com/NCTCOGtrans and www.vimeo.com/NCTCOGtrans. As needed, video will complement materials available for public review and comment at www.nctcog.org/input. Depending on the length of the video, not only will it be online at www.nctcog.org/input, but it will also be available at www.nctcog.org/video or www.youtube.com/NCTCOGtrans.

Public Meetings, Workshops, Conferences, Forums and Other Events

For large, complex or extensive transportation planning efforts, public meetings, workshops, roundtables, conferences, forums and other events allow for in-depth discussion. Typically, these events are reserved for development of plans, programs and policies and significant changes to those as well as more project or study area specific discussions.

As needed, NCTCOG Transportation Department will host these events to gather input and build consensus among various transportation stakeholders. To facilitate greater participation in public meetings specifically, the following criteria are considered when selecting meeting locations. These criteria also reflect Environmental Justice considerations.

- Meetings will be held in accessible locations, preferably near transit lines or routes.
- Meetings will be held in buildings that are in full compliance with the Americans with Disabilities Act of 1990.
- Presentations and supporting documentation, as needed, will be available at meetings.
- An informal meeting environment will be cultivated, allowing attendees to ask questions and submit comments.
- For meetings on a specific project, the meeting(s) will be held in corridor(s) directly affected by the project.
- The NCTCOG Transportation Department will make every effort to accommodate attendees with special needs if they provide sufficient notice. Upon request, language translation, including sign and foreign language interpreters and handouts in large print

or Braille, will be available. Additionally, staff will make every effort to accommodate requests from persons with disabilities. A minimum of three days advance notice is required for these arrangements to be provided. Public meeting notices will provide the telephone number and e-mail address to request special arrangements.

- At a minimum, the meeting will be audio taped. Video recording, however, is increasingly offered.

NCTCOG Transportation Department will, on occasion, provide other informational items at public meetings. Any additional information or materials may be requested at public meetings and NCTCOG can assure that information is mailed to citizens upon their request.

All public meeting notices are sent to selected newspapers, including minority publications, as necessary, to ensure regional coverage. Translated notices are sent to non-English newspapers. All public meetings are posted on the Texas Register website as part of the Open Meetings requirement. Public meeting notices are mailed to public libraries and city and county offices for posting. Additionally, notices are mailed and e-mailed to individuals, elected officials, transportation partners and organizations on the public involvement contact list, which is constantly growing. To be included, individuals subscribe at meetings and events, on the website or by contacting NCTCOG. Staff coordinate with public information officers of the cities in which meetings are scheduled, to request assistance in posting information, often on the city cable television channel, websites and social media accounts.

Print and Digital Publications

The NCTCOG Transportation Department develops publications designed to educate the public on transportation issues and encourage their active involvement. Many of the publications are sent to the public involvement contact list and made available at public meetings, community events and Regional Transportation Council and subcommittee meetings. All are available on the NCTCOG website or by contacting NCTCOG at transinfo@nctcog.org or 817-695-9240. Upon request, any NCTCOG Transportation Department publication will be converted into alternative formats or languages. Publications include, but are not limited to:

- *Citizen Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area*
- Educational pieces, such as topic-specific *Fact Sheets* and the annual report
- Local Motion (a newsletter for local elected officials and transportation decision-makers)
- Metropolitan Transportation Plan Executive Summary
- *Mobility Matters* (a newsletter mailed and e-mailed to the public involvement list)
- Notices of public meetings, opportunities for public review and comment, workshops and open house events

Various planning documents and other publications are available upon request. Most can also be viewed via the NCTCOG website. These documents include, but are not limited to:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Congestion Management Process
- Transportation Conformity Analysis
- Technical Report Series
- Unified Planning Work Program

Environmental documents received by the Metropolitan Planning Organization are also available to the public. As the Metropolitan Planning Organization for the Dallas-Fort Worth area, NCTCOG receives copies of draft environmental documents to make available to the public for review and comment during business hours.

Finally, staff occasionally submit suggested article content to cities, chambers of commerce and other organizations for inclusion in their communications.

Stakeholder Interviews

Meeting with regional transportation stakeholders, such as community and business leaders, non-profit organization representatives and other individuals help staff understand local communities and how to best share relevant information and engage more and increasingly diverse groups of people in the transportation planning process.

Speakers Bureau

Staff often present to organizations and groups such as neighborhood associations, Kiwanis and Rotary groups, chambers of commerce, professional associations, businesses and non-profits, among others. To schedule a speaker or for more information, e-mail transinfo@nctcog.org or call 817-695-9240.

Media Relations

Proactive media outreach efforts include distributing news releases on major projects and programs and opportunities for public input to more than 240 reporters at local media outlets and community news sources, including minority news media. The extensive media list includes all major television stations and newspapers as well as radio stations. The media contact list is continuously updated, and staff are committed to coordinating with local editors and news directors and providing timely and accurate information. Staff participate in interviews with local and national print, radio and television media. The goal of furthering these relationships with local media is to foster greater public awareness and understanding among Dallas-Fort Worth area citizens regarding transportation issues.

Surveys and Keypad Polling

The NCTCOG Transportation Department may conduct surveys to determine public awareness and/or sentiment with regard to certain planning issues. Surveys may be relatively small endeavors designed to shed light on one or two issues, or may be large-scale planning endeavors. They may be in print and/or electronic versions.

Similar to a survey, keypad polling is another opportunity to gather input on community preferences and priorities. Polling questions can be integrated in a presentation and attendees respond with keypads provided by NCTCOG. Results can be immediately shown in the presentation or captured and reviewed later.

Visualization

Maps, charts, diagrams, illustrations, photographs, infographics, video and the use of color are used to visualize ideas, concepts, plans, projects and programs. Visualization elements are integrated in presentations, publications and website content.

Advertising

Paid advertising is used to announce public meetings, opportunities for public review and comment and other initiatives. Moving Ahead for Progress in the 21st Century (MAP-21) and the U.S. Code of Federal Regulations emphasize the importance of public involvement, including public meetings and the opportunity for public comment, in the transportation planning process and require adequate notice be given to the public of these activities. As such, paid advertising complements other outreach and communications efforts. Ads are placed in select newspapers, including minority publications, to ensure regional coverage. Online advertising may be used to complement traditional print advertising.

Mail and E-mail

The public involvement mail and e-mail lists provide for the most direct forms of communication. Together, they represent a comprehensive way to reach member governments, state agencies, neighborhood associations, civic organizations, transportation advocacy groups, social service organizations, freight companies, transit providers, chambers of commerce (including minority chambers), churches and individuals.

Individuals receive public meeting notices; information about public review and comment opportunities; announcements of workshops or open houses; educational brochures; newsletters; and other material suitable for mass mailings.

The lists are continually maintained and expanded based on requests from the NCTCOG Transportation Department web page (an online form is available for submission), returned mail and requests for additions and deletions from various sources and events.

Community Events

In an effort to educate the public and increase public awareness of transportation plans and programs, information is distributed at a variety of community events such as local government events, Earth Day celebrations, bike rallies, etc. To request NCTCOG's participation in an event or for more information, e-mail transinfo@nctcog.org or call 817-695-9240.

Telephone Town Halls

The NCTCOG Transportation Department will periodically host telephone town hall discussions. Announced through NCTCOG Transportation Department communications, interested individuals can sign up to participate. The format is similar to a radio show, except participants listen in from their phones. Staff provide information on a topic and callers can then ask questions or make comments. Callers can participate on either a landline or mobile phone and polling can be integrated in the discussion, as relevant. An audio recording is captured and posted online.

Connections and Shareable Content

Staff will seek to develop connections and partnerships with a wide range of outreach professionals, community groups, jurisdictions and agencies to extend the reach of messaging about transportation and air quality issues and opportunities for public input. Engagement of NCTCOG committee members and community leaders willing to share NCTCOG information will also help involve new audiences in the planning process.

5. Evaluation

The evaluation structure incorporates both quantitative and qualitative evaluation and aligns the results with desired outcomes for measuring the strategy. Ultimately, staff gain a better understanding of how time and resources devoted to strategies are having an impact on public involvement and the overall transportation planning process.

Strategy	Quantitative and Qualitative Evaluation	Desired Evaluation Outcomes
Website and Technology	<ul style="list-style-type: none"> • Website visits • Source of web traffic/referring websites • Time spent on web pages • Navigation on web pages • Search terms • Language • Browser/device • Geography 	<ul style="list-style-type: none"> • Identification of trends and changes for website usage over time. • Understanding of how other outreach and communications strategies may influence website use. • Prioritization of and increased accessibility to information and opportunities for input most important to the public.
Social Media	<ul style="list-style-type: none"> • Interactions and engagement • Audience • Content views • Geography 	<ul style="list-style-type: none"> • Broader distribution of information and public involvement opportunities through shareable content, interactions and engagement. • Increased feedback and public input.
Video	<ul style="list-style-type: none"> • Views • Average view duration/time spent • Geography (NCTCOG website only) • Information viewed (NCTCOG website only) • Engagement/likes (YouTube only) • Subscribers (YouTube only) 	<ul style="list-style-type: none"> • Access to meetings at anytime from anywhere. • Engaging, visual content to make complex transportation issues more understandable. • Elimination of time constraint and travel/geographic barriers.

Strategy	Quantitative and Qualitative Evaluation	Desired Evaluation Outcomes
Public Meetings, Community Workshops, Roundtables, Conferences, Forums and Other Events	<ul style="list-style-type: none"> • Number of events hosted • Attendance • Input received • Type of information distributed and shared • Geographic representation • Demographic information • Regional accessibility to event(s) or information (if applicable) • All events hosted at locations accessible to individuals with disabilities • Notification of how to request language translation or special accommodations at a public meeting • Communications strategies through which people learned about the event • Number of viewers of live or recorded video of the event • Communication strategies used to announce event 	<ul style="list-style-type: none"> • Planned opportunities for the public to interact directly with staff. • Meaningful opportunities for all individuals to learn about and provide input on plans, programs and policies. • Notification of events through a variety of strategies. • Live and recorded video online complement in-person events, making information more accessible.
Print and Digital Publications	<ul style="list-style-type: none"> • Quantity of publications distributed • Distribution plan, e.g., accessibility of information in print and online • Website analytics for digital publications • Variety of publication formats 	<ul style="list-style-type: none"> • Information is available in multiple formats and accessible to all communities. • Publication content encourages continued involvement in transportation planning. • Publications enhance understanding of plans, programs and policies.
Stakeholder Interviews	<ul style="list-style-type: none"> • Geographic representation • Variety of organizations/stakeholders interviewed • Opportunities for ongoing communication, engagement • Information learned to enhance communications, gather public input 	<ul style="list-style-type: none"> • Increased understanding of audiences, region. • Identification of new opportunities to educate and engage new audiences and/or connections for shareable content.

Strategy	Quantitative and Qualitative Evaluation	Desired Evaluation Outcomes
Speakers Bureau	<ul style="list-style-type: none"> • Number of presentation requests • Groups reached • Number of people reached • Materials distributed • Input received • Topics of presentations 	<ul style="list-style-type: none"> • Increased awareness of Transportation Department plans, programs and policies.
Media Relations	<ul style="list-style-type: none"> • Media coverage • Media requests • Number of news releases • Media contact list characteristics, e.g., number of reporters, types of news sources, regional diversity, inclusion of minority news sources 	<ul style="list-style-type: none"> • Proactive media relations and communication of Metropolitan Planning Organization news, policies, programs and opportunities for public involvement. • Understanding of local, regional, statewide and national media coverage of transportation and air quality stories relevant to the Dallas-Fort Worth area.
Surveys and Keypad Polling	<ul style="list-style-type: none"> • Response rate • Completeness of responses • Percent of respondents who would participate in a public involvement activity again 	<ul style="list-style-type: none"> • Feedback and public input. • Relevant, accessible and simple opportunities to gather feedback and public input. • Information about public understanding, awareness and priorities. • Results facilitate further discussion and inform decisions.
Visualization	<ul style="list-style-type: none"> • Visualization resources available to staff • Use of visualization in presentations and publications and on the website • Input received • Demonstrated or stated understanding of ideas, concepts, plans, projects or programs among intended audience 	<ul style="list-style-type: none"> • Improved understanding of ideas, concepts, plans, projects and programs. • Informed input. • Facilitates analysis of data.
Advertising	<ul style="list-style-type: none"> • Impressions/number of people potentially reached • Click throughs of online ads • Comments received noting advertising • Diversity of advertising placements, e.g. minority news sources 	<ul style="list-style-type: none"> • Broad regional distribution of opportunities for public input.

Strategy	Quantitative and Qualitative Evaluation	Desired Evaluation Outcomes
Mail and E-mail	<ul style="list-style-type: none"> • Number of contacts • Number of new contacts • Number of unsubscribes 	<ul style="list-style-type: none"> • All interested individuals, organizations and communities receive regular communication from the department.
Community Events	<ul style="list-style-type: none"> • Number of events attended • Location of events • Number of events held/attended that provided opportunities for strengthening relationships with environmental justice populations • Event attendance • Interactions 	<ul style="list-style-type: none"> • Opportunity for the public to interact directly with staff in an informal setting. • Makes information accessible where people are already gathering instead of requiring people seek it out. • Attending events throughout the region is important in the large planning area.
Telephone Town Halls	<ul style="list-style-type: none"> • Number of telephone town halls hosted • Number of registrants • Number of participants • Participation during telephone town hall • Input received • Topics of telephone town halls • Website analytics for registration page 	<ul style="list-style-type: none"> • Elimination of time constraint and travel/geographic barriers. • Planned opportunities for the public to interact directly with staff. • Meaningful opportunities for all individuals to learn about and provide input on plans, programs and policies.
Connections and Shareable Content	<ul style="list-style-type: none"> • Article and social media content sent to partners, local governments, community groups and other organizations • Content published by partners, local governments, community groups and other organizations • New audiences reached through established connections 	<ul style="list-style-type: none"> • Extended reach of messaging about transportation and air quality issues and opportunities for public input. • Sustained engagement of connections who influence/conduct outreach. • Communication in a format that facilitates sharing with others.

Overall Quantitative and Qualitative Evaluation

Ongoing evaluation of the overall public participation process will consider the following data, and the information will be used to establish priorities and refine efforts.

- Type and quantity of materials distributed
- Translation of materials
- Number of opportunities for specific public input
- Number of public comments
- How comments influence regional transportation plans
- Timely responses to public comments
- Communication about final plans, policies and programs following public input opportunities

Evaluation of Project-specific Outreach

Some or all of the strategies outlined in the Public Participation Plan may be used for project-specific outreach, and the corresponding evaluation criteria and outcomes apply. Additional outcomes, however, may also be established to complement measureable public involvement goals for public involvement specific to the project. At the beginning of a project requiring public involvement, staff will outline strategies and expected outcomes so the public knows what to expect. How public involvement influences or changes the project will be communicated throughout the project and documented in final reports as applicable.

Public Participation Plan (February 2015)

Appendix A

Laws and Legislation Relevant to Public Participation

Federal Legislation and Executive Orders

Moving Ahead for Progress in the 21st Century (MAP-21)

MAP-21, the most recent federal transportation legislation, and the associated implementing regulations emphasize the importance of public involvement and contain specific language outlining requirements for public participation processes and procedures. In general, MAP-21 legislation and regulations maintained requirements of previous transportation legislation (ISTEA, TEA-21 and SAFETEA-LU) and did not establish any new requirements.

Elements of the Public Participation Plan that specifically respond to requirements:

- Notices of public input opportunities, including public meetings, will be sent to newspapers to ensure regional coverage. Translated notices will also be sent to non-English newspapers. Notification is also sent to local libraries, city halls, county court houses and chambers of commerce (including minority chambers). NCTCOG will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities as well as stakeholders outlined in federal requirements.
- Information is disseminated through NCTCOG's publications, reports, public meetings and other outreach events, the NCTCOG website, local media sources and open meetings.
- To the maximum extent possible, NCTCOG will employ visualization techniques such as maps, charts, graphs, photos and computer simulation in its public involvement activities.
- Reports, plans, publications, recent presentations and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via e-mail. Interested parties may subscribe to receive topic specific e-mail correspondence. Additional web-related communication tools are evaluated continuously for implementation.
- Public meetings are held in diverse locations throughout the region, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meeting materials and summaries are archived online and hard copies can be mailed upon request.
- Public meetings will be held during development of the Transportation Improvement Program, Metropolitan Transportation Plan and Unified Planning Work Program. There are also online public input opportunities. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy and strategic committees. Public comments received on the TIP and the MTP shall be included in documentation of the TIP and the MTP or via reference to Transportation Conformity documentation.

- If the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment will be provided.
- When possible, public meetings will be coordinated with the Texas Department of Transportation.
- NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion, a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

23 CFR §450.316 Interested parties, participation, and consultation.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

Title VI of the Civil Rights Act of 1964: Nondiscrimination in Federally Assisted Programs

Title VI states that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

Title VI Complaint Procedures (Appendix D) outlines the NCTCOG Title VI policy, how an individual may submit a complaint, how the complaint will be investigated and potential resolution scenarios.

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations

In response to Executive Order 12898: Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, NCTCOG's policy reflects that no segment of the region should, because of race, economic makeup, age, sex, or disability, bear a disproportionate share of the adverse human health or environmental effects, including social and economic effects, of its programs, policies and activities or be denied equal access to environmental benefits. Other fundamental concepts of Environmental Justice included in NCTCOG's policy are to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in, or significant delay in receipt of benefits by minority and low-income populations.

NCTCOG addresses Environmental Justice concerns throughout the transportation planning process, and it is the responsibility of all staff to consider the needs of traditionally underserved communities during planning, project selection and project implementation. As the Public Participation Plan is implemented, special consideration is given to ensure all residents have reasonable access to information and opportunities to give input. Demographic data is analyzed to identify areas having considerable numbers of protected populations, and this can be used for public meeting location and outreach event selection as well as identification of need for more targeted or diverse outreach efforts.

Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency

In 2000, President William J. Clinton signed Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency. The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

A Language Assistance Plan (LAP) (Appendix B) outlines NCTCOG's efforts to make information available to limited English proficient (LEP) persons. According to U.S. Department of Transportation Guidelines, a four-factor analysis is used to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

The four-factor analysis considers:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity or service.
2. The frequency with which LEP individuals come in contact with the program.
3. The nature and importance of the program, activity or service provided by the federal-funding recipient to people's lives.
4. Resources available to federal-funding recipients and costs of language assistance.

The LAP outlines demographic information, analysis of Department activities, language assistance provided and communication to LEP persons about the availability of language assistance.

Public Participation Plan (February 2015)

Appendix B

Language Assistance Plan (Updated February 2014)

The North Central Texas Council of Governments (NCTCOG) is committed to incorporating environmental justice elements and Title VI considerations into the public participation process for transportation planning. Input and involvement from populations that have been traditionally underserved by existing transportation systems including, but not limited to, low-income and minority households, are sought out and their needs considered. Various communication strategies and information formats seek to make information easily accessible and understandable.

Title VI states that no person shall be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Title VI prohibits discrimination whether intentional or where the unintended effect is unduly burdensome. The North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures (Appendix D) establishes a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

The U.S. Department of Transportation defines Limited English Proficiency (LEP) as persons who do not speak English as their primary language and who have limited ability to read, write, speak, or understand English.

Executive Order 13166

In 2000, President William J. Clinton signed Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency." The order provided clarification of Title VI in the Civil Rights Act of 1964, stating that recipients of federal funds must "ensure that the programs and activities they normally provide in English are accessible to LEP persons and thus do not discriminate on the basis of national origin."

The order also required federal agencies and recipients of federal financial assistance to examine the services they provide and develop an implementation plan to provide meaningful access to LEP persons.

Guidance from the Federal Highway Administration, Federal Transit Administration and the Texas Department of Transportation stresses the importance of reducing language barriers that can prevent meaningful access by LEP persons to important services. NCTCOG values public involvement and feedback and encourages participation by all communities.

To ensure all communities have meaningful access to information and opportunities to participate in the planning process, the NCTCOG Transportation Department analyzes department activities and demographic information for the region in order to:

- Identify LEP persons who need language assistance and determine how these individuals are served or likely to be served by NCTCOG Transportation Department programs.
- Outline how language assistance will be available.
- Train staff for considering the needs of and interacting with LEP persons.
- Provide notice to LEP persons.
- Monitor and update plans and strategies that address how LEP individuals have access to information and opportunities for program participation.

Because transportation planning and services provided by NCTCOG can be both a benefit and a burden to economic development, employment, housing, education, healthcare and social opportunities, NCTCOG staff is dedicated to assessing the location and needs of LEP communities and consequently, the services NCTCOG provides to these communities.

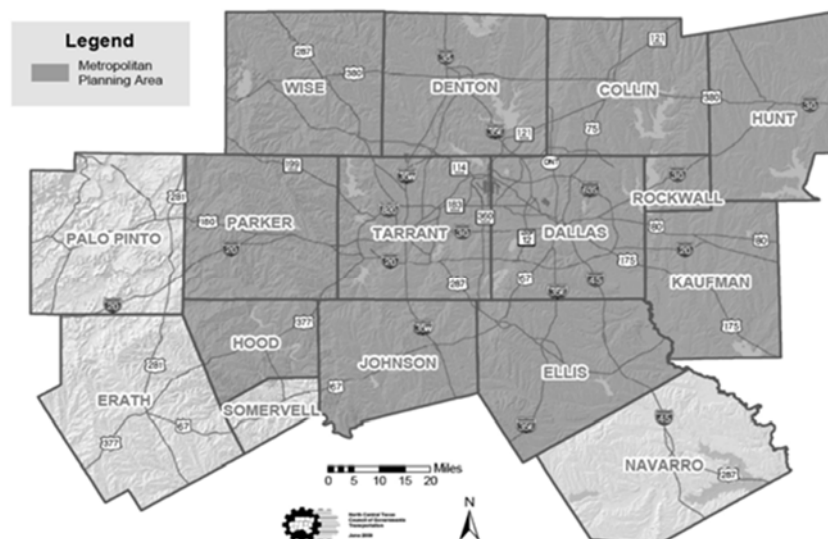
Identification of LEP Populations and Determination of How These Individuals are Served or Likely to be Served by NCTCOG Transportation Department Programs

The U.S. Department of Transportation issued Policy Guidance to federal financial assistance recipients regarding Title VI prohibition against national origin discrimination affecting LEP persons. In this guidance, the U.S. Department of Transportation provided the four-factor analysis as an approach to evaluate the extent to which language assistance measures are required to ensure meaningful access to LEP persons.

Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient grantee.

The Metropolitan Planning Area boundary encompasses 12 counties (Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise).

Limited English Proficiency Service Area



Data for the 12-county Metropolitan Planning Area was gathered using the 2000 Decennial Census and the 2006-2010 American Community Survey to analyze a ten-year change. Data from the 2008-2012 American Community Survey was also included to show the most recent language statistics available. LEP persons were classified as anyone over the age of five that described their ability to speak English as 'well,' 'not well,' and 'not at all.' Figures from both data sets were compiled to provide an approximation for the rate of growth of LEP persons in the service area.

In 2010, the American Community Survey estimated population over five was 5,698,467 for the 12-county region. The LEP population was 765,371, approximately 13.4 percent of the total population over five. Data from the 2000 Census showed the LEP population to be 596,426; which is a 28.3 percent increase. Spanish was the largest language represented among the LEP population with 11 percent of the total population. Asian languages were the second largest group among the LEP population comprising 1.6 percent of the total population. LEP individuals speaking Indo-European languages and Other languages comprised 0.6 percent and 0.2 percent of the total population, respectively.

LEP Population for the 12-County Dallas-Fort Worth Metropolitan Planning Area

Total Metropolitan Planning Area (MPA) Population Over 5		Total MPA LEP Population	% LEP of Total Population	Total MPA Spanish LEP Population	% Spanish LEP of Total Population	Total MPA Asian Languages LEP Population*	% Asian Languages LEP of Total Population	Total MPA Indo-European Languages LEP Population	% Indo-European Languages LEP of Total Population	Total MPA Other Languages LEP Population	% Other Languages LEP of Total Population
2000 Census	4,782,849	596,426	12.5%	486,399	10.2%	66,633	1.4%	29,705	0.6%	9,451	0.2%
2006-2010 American Community Survey	5,698,467	765,371	13.4%	624,880	11.0%	89,868	1.6%	35,731	0.6%	14,892	0.2%
2000-2010 % Change	19.4%	28.3%		28.5%		34.9%		20.3%		57.6%	
2008-2012 American Community Survey	5,947,648	788,157	13.3%	634,403	10.7%	95,643	1.6%	40,866	0.7%	17,245	0.3%
2010-2012 % Change	4.4%	3.0%		1.5%		6.4%		14.4%		15.8%	

Source: 2000 Census, 2006-2010 and 2008-2012 American Community Survey; www.census.gov

Limited English Proficiency (LEP) is classified as any person whose primary language is other than English and answered that their ability to speak English was “well,” “not well,” and “not at all.”

The Dallas-Fort Worth Metropolitan Planning Area consists of; Collin, Dallas, Denton, Ellis, Hood, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties.

*LEP Asian Languages for 2010 include: Vietnamese (0.58%), Chinese (0.33%), Korean (0.24%), Other Asian Languages (0.14%), Laotian (0.07%), Tagalog (0.06%), Thai (0.04%), Mon-Khmer, Cambodian (0.04%), Japanese (0.04%), Other Pacific Island Languages (0.02%) and Hmong (0.002%).

LEP Asian Languages for 2012 include: Vietnamese (0.62%), Chinese (0.35%), Korean (0.25%), Other Asian Languages (0.16%), Laotian (0.06%), Tagalog (0.06%), Mon-Khmer, Cambodian (0.04%), Japanese (0.04%), Thai (0.03%), Other Pacific Island Languages (0.02%) and Hmong (0.001%).

LEP data for individual languages is not available from the 2000 Census.

Recognizing that low literacy could also result in Limited English Proficiency, data from the U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy was analyzed. The study used population estimates for persons 16 years and older as of 2003. Individuals determined to lack basic literacy skills either scored below basic in prose or could not be tested due to language barriers.

The study found that 19 percent of the statewide population lacked basic literacy skills. Within the 12-county area, 21 percent of the Dallas County population lacked basic literacy skills. Dallas County was the only county in the region above the state percentage.

Location	Population Size ¹	Percent Lacking <i>Basic Literacy Skills</i> ²
Texas	15,936,279	19%
Collin County	437,018	8%
Dallas County	1,650,735	21%
Denton County	371,897	8%
Ellis County	90,668	13%
Hood County	35,299	9%
Hunt County	60,001	13%
Johnson County	102,672	12%
Kaufman County	60,172	14%
Parker County	72,454	9%
Rockwall County	40,168	8%
Tarrant County	1,130,374	14%
Wise County	40,253	12%

¹ Estimated population size of persons 16 years and older in households in 2003.

² Those lacking *basic* prose literacy skills include those who scored *Below Basic* in prose and those who could not be tested due to language barriers.

Source: U.S. Department of Education, Institute of Education Sciences, National Center for Education Statistics, 2003 National Assessment of Adult Literacy

This Language Assistance Plan outlines how needs of the LEP population in the service area will be addressed, how language services will be made available and how LEP persons will be notified of these services.

Factor 2: The frequency with which LEP individuals come in contact with the program.

The nature of the programs associated with the Metropolitan Planning Organization dictate that the majority of contact with the public and LEP persons is through inquiries submitted to the MPO, public meetings, public outreach events, the MPO Website and program implementation activities.

In order to better inform the frequency with which LEP individuals come in contact with MPO programs, a staff survey of LEP encounters was conducted in 2011. Department staff members were asked if they had encountered an LEP individual in the past six months, and if so, what

languages they had encountered, the frequency and what type of work activity they were conducting. Of the 134 department staff members surveyed, 18 indicated that they encountered LEP individuals speaking six total languages in a period of six months. Spanish was the most common, followed by rare encounters of Vietnamese, Hindi, Arabic, Chinese and unspecified languages. The most frequent work activities in which staff encountered LEP individuals were phone calls and public meetings. The majority of interactions were related to the AirCheckTexas Drive a Clean Machine vehicle repair and replacement assistance program, a state-funded initiative to reduce ozone-causing emissions from high-polluting vehicles.

Factor 3: The nature and importance of the program, activity or service provided by the recipient to people's lives.

NCTCOG is the agency responsible for the regional transportation planning process; in this capacity, NCTCOG must ensure that all segments of the population are involved or have the opportunity to be involved in the decision making process. As required by federal guidelines, NCTCOG produces a Metropolitan Transportation Plan that outlines long-range transportation investments, a Transportation Improvement Program (TIP) that provides short-range planning for transportation investments, a Unified Planning Work Program (UPWP) that outlines tasks to be performed in the upcoming year and a Congestion Management Process for developing and implementing operational and travel-demand strategies that improve transportation system performance.

Consistent with the Public Participation Plan, planners seek public input on the products outlined above, which influence quality of life and mobility options in the region. Public meetings represent one way for North Texans to be informed and involved. Public meeting notices include the telephone number and e-mail address to request special arrangements for language translation or disability. On each notice, this information is included in English and Spanish. Public meetings are advertised in newspapers, and staff interact regularly with local reporters, some who contribute to minority publications. Translated ads are placed in the major Spanish newspapers.

Additionally, ten North Texas counties are classified by the U.S. Environmental Protection Agency as moderate nonattainment for eight-hour ozone levels. Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties are classified as nonattainment. MPO transportation plans must show transportation conformity and comply with rules established by the Clean Air Act Amendments of 1990. Therefore, NCTCOG is also responsible for developing and implementing plans, policies and programs that reduce transportation-related emissions that lead to ozone formation.

Based on the LEP Interaction Survey described in Factor 2, staff has encountered the most LEP individuals through the AirCheckTexas program. This state program offers financial assistance to individuals who meet income requirements and wish to make emissions-related repairs or replace older, high-polluting vehicles. It allows local residents to contribute to the regional air quality solution. There are currently bilingual staff on the AirCheckTexas program team to assist Spanish speakers that are LEP. Additionally, web content and other materials for the general air quality public awareness campaign are available in English and Spanish.

Factor 4: The resources available to the recipient and costs.

NCTCOG currently has available, if needed, bilingual staff to assist in translation needs and/or translation review. NCTCOG also has agreements with translation services that cover many languages, as well as American Sign Language. To date, no translation services requests for public meetings have been received. NCTCOG currently utilizes a translation service and department staff to translate documents. The average cost for outside translation service is \$0.12 per word. At no cost, the Google Translate tool was added to the NCTCOG Transportation Department Website, allowing information to be available in 80 languages. Each year a portion of the community outreach budget is proactively allocated to translation services. Visualization tools such as animations, maps, renderings, photos and others are also used when possible to increase understanding among all audiences. These tools can also be especially beneficial for LEP persons. All language assistance will be provided at no charge to LEP individuals.

Guidelines for Making Language Assistance Available

The four-factor analysis will be used as a tool for analyzing to what extent and how the needs of LEP communities are addressed during transportation planning and program implementation. For example, the four-factor analysis will be used to determine initial translation or alternative format needs for documents and the Website. Department reports, newsletters, brochures, other publications and Website information include instructions about how to request information be made available in another format. Translators and interpreters used by the NCTCOG Transportation Department will be evaluated to ensure accurate, high-quality language services are available to LEP persons.

Increased use of visualization tools will be used to make information more understandable and, in some cases, reduce the need for English proficiency.

Plans, projects and programs for areas with a high number of LEP persons will have materials that address needs of the population in that area. Environmental Justice communities, including non-English speakers, are mapped whenever possible to provide, as much as possible, plan- or project-specific data to be used.

The NCTCOG Transportation Department will make every effort to accommodate language translation needs, if provided sufficient notice. A minimum of three business days advance notice is required for these arrangements to be provided at public meetings.

NCTCOG Transportation Department staff will consistently seek out input and involvement from organizations and agencies which serve LEP populations to complement other language assistance and outreach efforts.

Staff Training for Considering the Needs of and Interacting with LEP Persons

All NCTCOG Transportation Department staff members employed as of February 2013 completed training on the requirements and techniques for providing meaningful access to services for LEP persons. Training materials and resources continue to be available for review by all staff — including new employees.

Notice of Assistance Available for LEP Persons

Public meeting notices include the telephone number and e-mail address to request special arrangements for language translation or disability. On each notice, this information is included in English and Spanish.

Notice of the North Central Texas Council of Governments Transportation Department Title VI Complaint Procedures is also included on publications such as public meeting notices and department publications.

Language assistance can be obtained by contacting the NCTCOG Transportation Department:

North Central Texas Council of Governments, Transportation Department
P.O. Box 5888
616 Six Flags Drive (76011)
Arlington, TX 76005-5888
Phone: (817) 695-9240
Fax: (817) 640-3028
E-mail: transinfo@nctcog.org
Website: www.nctcog.org/trans

Monitoring and Updating Plans and Strategies that Address how LEP Individuals have Access to Information and Opportunities for Program Participation

This Language Assistance Plan is intended to be reviewed and updated in conjunction with the NCTCOG Transportation Public Participation Plan.

Environmental justice and Title VI activities will be periodically summarized to provide information about how the NCTCOG Transportation Department:

- Addresses the needs of LEP persons and those traditionally underserved by existing transportation services.
- Facilitates opportunities for full and fair participation from all individuals.
- Makes information accessible and understandable.
- Ensures no person shall, on the basis of race, color, national origin, age, sex, disability, or religion, be excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance.

Public Participation Plan (February 2015)

Appendix C

Transportation Improvement Program Modification Policy Policies and Procedures to Streamline Project Delivery (Updated March 2013)

TRANSPORTATION IMPROVEMENT PROGRAM MODIFICATION POLICY Policies and Procedures to Streamline Project Delivery

The Transportation Improvement Program (TIP) is a staged, multi-year program of projects approved for funding with federal, State, and local funds within the Dallas-Fort Worth area. A new TIP is approved every two to three years by the Regional Transportation Council (RTC), which serves as the policy board for the Dallas-Fort Worth Metropolitan Planning Organization (MPO). Due to the changing nature of projects as they move through the implementation process, the TIP must be modified on a regular basis.

Please note certain project changes require collaboration with our State and federal review partners. This collaboration occurs through the Statewide Transportation Improvement Program (STIP) revision process. Therefore, modification of the Dallas-Fort Worth TIP will follow the quarterly schedule established for revisions to the Statewide Transportation Improvement Program (STIP).

This policy consists of four sections:

General Policy Provisions: Overall policies guiding changes to project implementation

Project Changes Not Requiring TIP Modification: Changes related to administration or interpretation of Regional Transportation Council Policy

Administrative Amendment Policy: Authority granted to the MPO Director to expedite project delivery and maximize the time the RTC has to consider policy level (vs. administrative) issues

Revision Policy: Changes only the Regional Transportation Council can approve or recommend for State and federal concurrence

General Policy Provisions

1. All projects inventoried in the Transportation Improvement Program fall under this modification policy, regardless of funding source or funding category.
2. Air quality conformity, Mobility Plan consistency, congestion management process compliance, and financial constraint requirements must be met for all TIP modifications.

3. Project modifications will only be made with the consent of the implementing/impacted agency.
4. The Dallas-Fort Worth MPO will maintain a cost overrun funding pool. Program funds must be available through the cost overrun pool or from other sources in order to process modifications involving project cost increases.
5. All funding from deleted projects will be returned to the regional program for future cost overruns or new funding initiatives, unless the deleted funds are needed to cover cost overruns in other currently selected projects. However, it is important to note that funds are awarded to projects, not to implementing agencies. Therefore, funds from potentially infeasible projects cannot be saved for use in future projects by implementing agencies. MPO staff will manage timely resolution of these projects/funds. In addition, if a project was selected through a particular “program,” such as the Sustainable Development or Regional ITS Funding Program, funds from deleted projects may be returned to those programs for future “calls for projects” in those areas.
6. For projects selected using project scoring methodologies, projects will no longer be rescored before a cost increase is considered.
7. Cost increases for strategically-selected projects fall under the same modification policy provisions.
8. As a general policy, new projects are proposed through periodic regional funding initiatives. However, the RTC may elect to add new projects to the TIP, outside of a scheduled funding initiative under emergency or critical situations. Projects approved under this provision must be an immediate need.
9. Local match commitments (i.e., percentages) will be maintained as originally approved. Cost overruns on construction, right-of-way, and engineering costs will be funded according to original participation shares.
10. Additional restrictions may apply to projects selected under certain funding initiatives. For example, projects selected through the Land Use/Transportation Joint Venture (i.e., Sustainable Development) program are not eligible for cost increases from RTC-selected funding categories.
11. Cost overruns are based on the total estimated cost of the project, including all phases combined, and are evaluated once total project cost is determined to exceed original funding authorization.
12. Cost indicators may be evaluated on cost overruns to alert project reviewers of potential unreasonable cost estimates (examples include cost per lane-mile, cost per turn lane). The cost indicators are developed by the MPO, in consultation with TxDOT, using experience from the last several years. If a project falls out of this range, the MPO may either:
 - (a) require a more detailed estimate and explanation,
 - (b) require value engineering,
 - (c) suggest a reduced project scope, or
 - (d) determine that a cost increase will come from local funds, not RTC funds.

13. For a project change to be considered, implementing agencies must submit modification requests for their TIP projects through the online TIP modification system. Project change requests must include complete information by the deadline. Incomplete requests will be sent back to agency for re-submittal in a future cycle.
14. Implementing agencies must identify one or two official points of contact for TIP project modifications. The point of contact is responsible for entering complete project modification requests into the online TIP modification system on time. The point of contact must be capable of collecting and entering accurate project information. Points of contact will be sent reminders leading up to submittal deadlines.

Project Changes Not Requiring TIP Modification

In certain circumstances, changes may be made to TIP projects without triggering a TIP modification. These circumstances are outlined below:

1. **Changes that do not impact the overall purpose of a project:** Changes to MTP reference, CSJ's, or other clerical edits do not require a TIP modification.
2. **Changes to TxDOT's Design and Construction Information System (DCIS):** The DCIS is a project tracking system, therefore, simply updating the DCIS to match previously approved TIP projects or project elements does not require TIP modification. MPO staff maintains the official list of projects and funding levels approved by the RTC.
3. **Carryover Funds:** At the end of each fiscal year, unobligated funds are moved to the new fiscal year as carryover funds. For example, if a project receives funding in a specific fiscal year, but the project is not implemented by the end of the fiscal year, staff will automatically move the funds for that project into the next fiscal year. These changes do not require a TIP modification.
4. **Cost/Funding Increases:** Staff will update cost increases in the information system for changes of less than \$400,000.
5. **Increases in Local Funds:** Staff will adjust with concurrence of local agency.
6. **Changes in RTC Funding Categories:** Staff adjustments permitted.
7. **Emergency:** This provision includes emergency changes that need approval quickly, but timing is not aligned with the RTC Meeting schedule. These changes would come to the RTC for ratification at the next scheduled meeting.
8. **Cost/Funding Decreases:** Staff will update the information system with cost decreases.
9. **Funding Year Changes:** Staff will update the information system for changes that advance project implementation. Once projects are ready for construction (i.e., all federal and State requirements and procedures have been met), staff will advance the project to construction if funds are available.

10. **Statewide Transportation Improvement Program (STIP) Revisions Consistent with Previous RTC Action** (e.g., Staff will place a project or changes previously approved by the RTC in the appropriate information system and documents.)
11. **Addition of Noncapacity, Conformity-Exempt Projects:** Staff will place projects in the appropriate information system/document.

Examples include, but are not limited to:

Sign refurbishing	Intersection Improvements
Landscaping	Intelligent Transportation System
Preventive maintenance	Traffic Signal Improvements
Bridge rehabilitation/replacement	
Safety/Maintenance	

12. **Changes to Implementing Agency:** Staff will process after receiving a written request/approval from the current implementing agency and the newly proposed implementing agency.
13. **Increased Flexibility for Traffic Signal, Intersection Improvement, ITS, and “Grouped” Projects:** Staff will use best practices to advance this category of projects.
14. **Addition and Adjustment of Phases:** Includes engineering, right-of-way, construction, etc.
15. **Administrative Scope Changes:** Minor clarifications to the type of work being performed, physical length of project, and project termini/limits. For example, changing the limits of a project from “.25 miles west of” to “west of,” or changing the limits from “point A” to “.5 miles east of point A,” or clarifying limits due to a change to the name of a roadway when there is no physical change to the limits (the name of the roadway just changed from one name to another, etc.
16. **Funding Year Changes:** Can be moved by staff if project is being moved less than one year.

Please note that a STIP revision may be required to make these changes in the statewide funding document. In all cases, MPO information systems will be updated and changes will be noted in project tracking systems.

Administrative Amendment Policy

Administrative Amendments are TIP modifications that do not require action of the RTC for approval. Under the Administrative Amendment Policy, the RTC has authorized the Director of Transportation, or his designee, for the Dallas-Fort Worth MPO to approve TIP modifications that meet the following conditions. After they are approved, administrative amendments are provided to STTC and the RTC for informational purposes, unless they are merely processed to support previous RTC project approval.

- 1. Changes in Federal/State Funding Categories that Do Not Impact RTC-Selected Funding Programs:** RTC-Selected funding programs include: CMAQ, STP-MM, RTR, Category 2M - Metro Corridor (in coordination with TxDOT), Texas Mobility Funds, Urbanized Area Formula Program - Transit Section 5307.
- 2. Potentially Controversial Projects** - The administrative amendment policy does not restrict the Transportation Director from requesting Regional Transportation Council (RTC) action on potentially controversial project changes.
- 3. Change in funding share due to adding funding from one program to another:** For instance, if adding Thoroughfare Assessment Program funds (80% federal and 20% state/local) to a project that is 56% federal and 44% local, an administrative amendment is permitted. The revision policy applies to all other instances.

Revision Policy

Revisions are modifications that require approval of the Regional Transportation Council. A revision is required for any project modification that meets the following criteria or that does not fall under the Administrative Amendment Policy.

- 1. Adding or Deleting Projects from the TIP:** This provision includes all projects not covered previously in this Policy. All new projects regardless of funding source need to be approved under this Revision Policy.
- 2. Cost/Funding Increases:** A revision is required on any cost/funding increase over \$400,000.
- 3. Substantive Scope Changes:** This provision includes major or substantive changes that may have citizen interest or policy implications. For example, limits change to a brand new location, limits are extended or shortened substantially, the number of lanes changes, etc.
- 4. Funding Year Changes:** A revision is required to move a project more than one year into a fiscal year that would delay project implementation.
- 5. Changes in the Funding/Cost Shares:** A change to the percentage of the total project cost paid by each funding partner requires a revision (with the one exception noted in the administrative amendment policy).

Approved by the RTC on March 14, 2013

Public Participation Plan (February 2015)

Appendix D

Title VI Complaint Procedures



North Central Texas Council of Governments
Transportation Department

Title VI Complaint Procedures

Introduction

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in NCTCOG's provisions, services, or NCTCOG activities can be made by persons who are not employees of NCTCOG.

Any person who believes NCTCOG, or any entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

NCTCOG will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.

When to File

A complaint of discrimination must be filed within 180 calendar days of the alleged act of Discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180-day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint form and consent/release form must be dated and signed for acceptance. Complaints received more than 180 days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

Where to File

In order to be processed, signed original complaint forms must be mailed to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist
P.O. Box 5888
Arlington, TX 76005-5888

Or hand delivered to:

616 Six Flags Drive
Arlington, TX 76011

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited-English proficiency. A complaint may also be filed by a representative on behalf of a complainant.

Persons who are not satisfied with the findings of NCTCOG may seek remedy from other applicable state or federal agencies.

Required Elements of a Complaint

In order to be processed, a complaint must be in writing and contain the following information:

- Name, address, and phone number of the complainant.
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly discriminated.
- Date of alleged discriminatory act(s).
- Basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability).
- A statement of complaint.
- Signed consent release form.

Incomplete Complaints

Upon initial review of the complaint, the Title VI Specialist will ensure that the form is complete and that any initial supporting documentation is provided. Should any deficiencies be found, the Title VI Specialist will notify the complainant within 10 working days. If reasonable efforts to reach the complainant are unsuccessful or if the complainant does not respond within the time specified in the request (30 days), the recipient may close the complainant's file. The complainant may resubmit the complaint provided it is filed within the original 180-day period.

Should the complaint be closed due to lack of required information, NCTCOG will notify the complainant at their last known address. In the event the complainant submits the missing information after the file has been closed, the complaint may be reopened provided it has not been more than 180 days since the date of the alleged discriminatory action.

Records of Complaints

The Title VI Specialist will keep a record of all complaints received. The log will include such information as:

- Basic information about the complaint such as when it was filed, who filed it, and who it was against.
- A description of the alleged discriminatory action.
- Findings of the investigation.

Complaint Process Overview

The following is a description of how a discrimination complaint will be handled once received by NCTCOG.

1. A complaint is received by NCTCOG:

Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited-English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint that do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. The complainant will be notified if the complaint form is incomplete and asked to furnish the missing information.

2. Complaint is logged into tracking database:

Completed complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received, including name of complainant, contact information, name and organization of person(s) who allegedly discriminated, date of alleged discriminatory act(s), basis of complaint (i.e., race, color, national origin, sex, age, religion, or disability), and description of the alleged discriminatory action. Once the investigation is complete, the findings of the investigation will be logged into the complaint tracking database.

3. Determine jurisdiction:

Within 10 calendar days of the receipt of the complaint, NCTCOG's Title VI Specialist will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets basic criteria.

Criteria required for a complete complaint:

- Basis of alleged discrimination (i.e., race, religion, color, national origin, sex, age or disability).
- Determination of timeliness will also be made to ensure that the complaint was filed within the 180 day time requirement.
- The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination is made in which the program or activity that the alleged discrimination occurred is not conducted by NCTCOG or an entity who receives federal financial assistance from or through NCTCOG (i.e., sub-recipients, sub-contractors, or sub-grantees), every attempt will be made to establish the correct agency. Whenever possible, and assuming consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency.

NCTCOG's Title VI Specialist will confer with the Department Director on the determination of a complete complaint and on any deferrals to other agencies. Once the Title VI Specialist completes an initial review of the complaint and determines that the criteria for a complete complaint is met, NCTCOG will forward the complaint to the Texas Department of Transportation, Office of Civil Rights, Compliance Section.

4. Initial written notice to complainant:

Within 10 working days of the receipt of the complaint, NCTCOG will send notice to the complainant confirming receipt of the complaint; if needed the notice will request additional information, notify complainant that the activity is not related to a NCTCOG program or activity, or does not meet deadline requirements. Conclusions made in step three will determine the appropriate response to the complaint. Examples of response letters are located in Appendix A. If any additional information is needed from the complainant, it will be communicated at this point in the process. A copy of the written response, as well as the complaint form, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section.

5. Investigation of complaint:

The Title VI Specialist will confer with the Department Director to determine the most appropriate fact finding process to ensure that all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include but is not limited to:

- Internal meetings with NCTCOG staff and legal counsel.
- Consultation with state and federal agencies.
- Interviews of complainant(s).
- Review of documentation (i.e., planning, public involvement, and technical program activities).
- Interviews and review of documentation with other agencies involved.
- Review of technical analysis methods.
- Review of demographic data.

6. Determination of investigation:

An investigation must be completed within 60 days of receiving the complete complaint, unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The Title VI Specialist, Department Director and/or designee will render a recommendation for action, including formal and/or informal resolution strategies in a report of findings to the NCTCOG Executive Director.

7. Notification of determination:

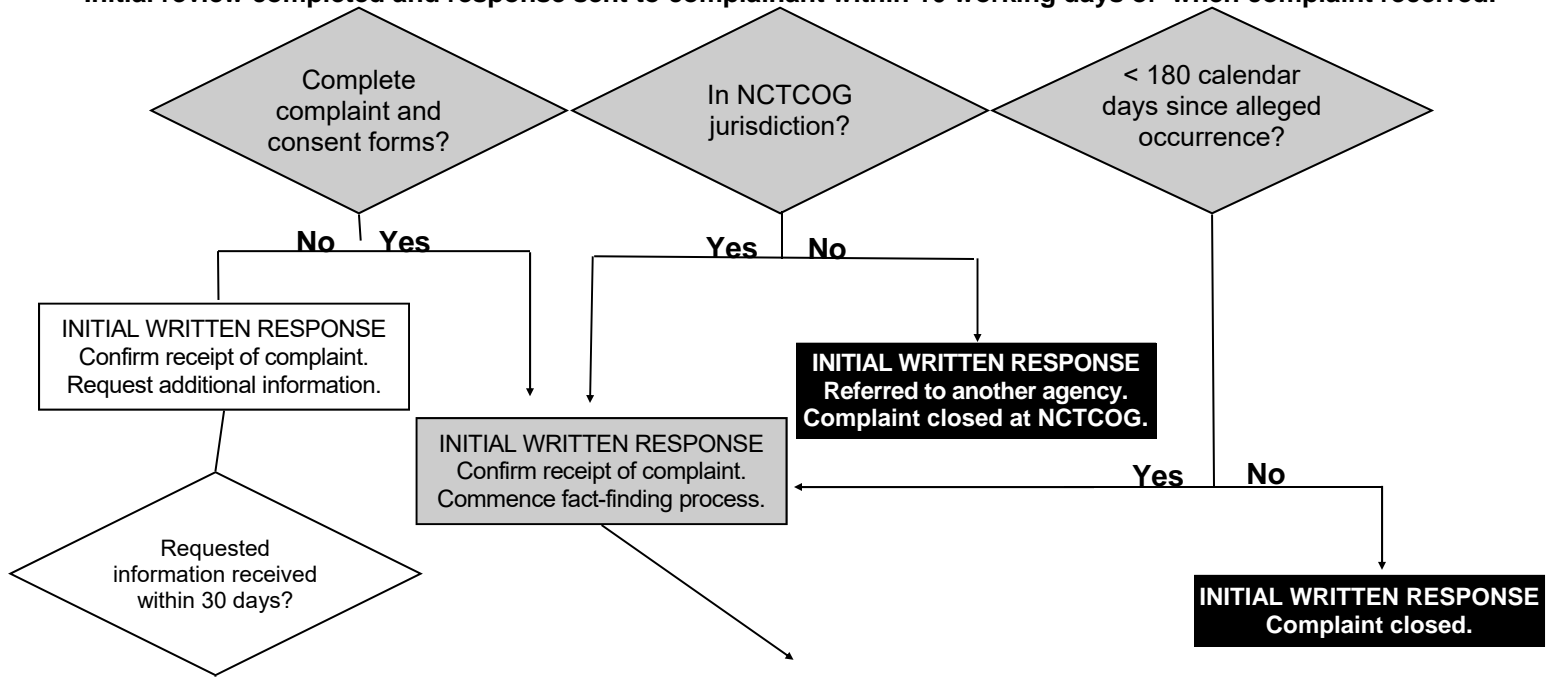
Within 10 days of completion of an investigation, the complainant must be notified by the NCTCOG Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for information purposes.

RECEIPT OF COMPLAINT

A written discrimination complaint is received and entered into tracking database.

INITIAL REVIEW

Initial review completed and response sent to complainant within 10 working days of when complaint received.

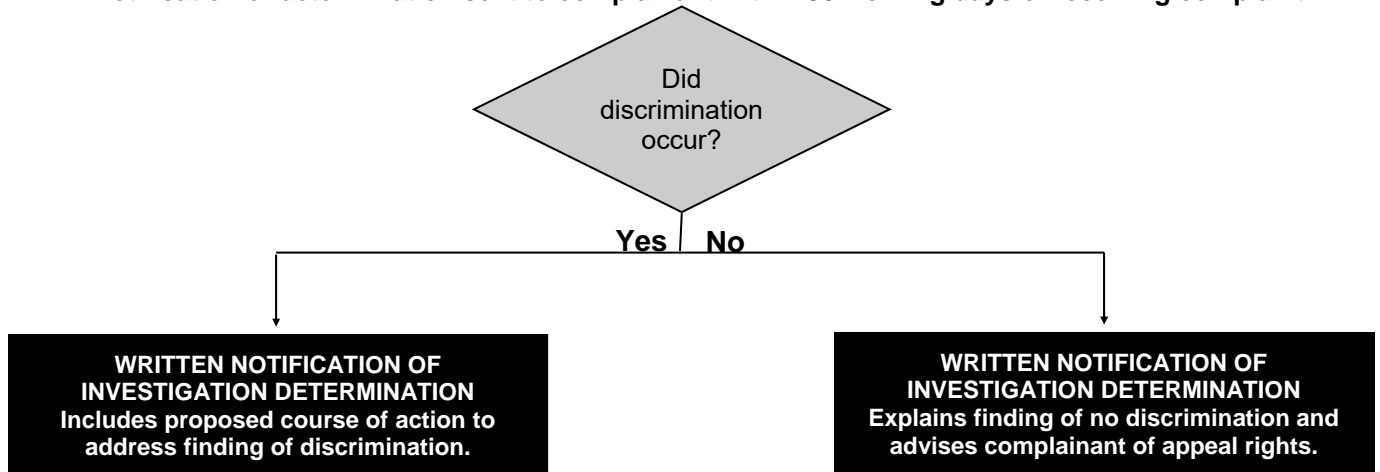


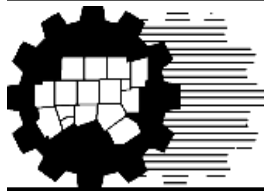
INVESTIGATION / FACT FINDING

Completed within 60 working days of receiving complaint.
Findings summarized and report submitted to head of Agency.

DETERMINATION OF INVESTIGATION

Notification of determination sent to complainant within 90 working days of receiving complaint.





North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on this page of this form carefully before you begin.

The North Central Texas Council of Governments (NCTCOG) serves as the federally designated Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth region. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, NCTCOG ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the North Central Texas Council of Governments, as a direct recipient of federal financial assistance, to its sub-recipients (e.g., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

NCTCOG is required to implement measures to ensure that persons with limited-English proficiency or disability have meaningful access to the services, benefits and information of all its programs and activities under Executive Order 13166. Upon request, assistance will be provided if you are limited-English proficient or disabled. Complaints may be filed using an alternative format if you are unable to complete the written form.

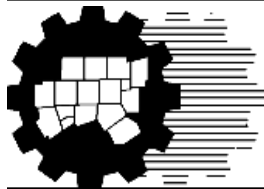
The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no later than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be dated and signed for acceptance. You have 30 calendar days to respond to any written request for information. Failure to do so will result in the closure of the complaint.

Submit the forms by mail to:

North Central Texas Council of Governments
Transportation Department
Title VI Specialist,
P.O. Box 5888
Arlington, TX 76005-5888

Or in Person at:
616 Six Flags Drive
Arlington, TX 76011

If you have any questions or need additional information, please call (817)695-9240 or e-mail titlevi@nctcoq.org.



North Central Texas Council of Governments Discrimination Complaint Form

Please read the information on the first page of this form carefully before you begin.

1

First Name MI Last Name

Street Address City State Zip Code

Telephone Number e-mail Address

2 Who do you believe discriminated against you?

First Name MI Last Name

Name of Business/Organization Position/Title

Street Address City State Zip Code

Person's Relationship to You

3 When did the alleged act(s) of discrimination occur?

Please list all applicable dates in mm/dd/yyyy format.

Date(s):

Is the alleged discrimination ongoing? Yes No

4 Where did the alleged act(s) of discrimination occur? (Attach additional pages as necessary.)

Name of Location

5 Indicate the basis of your grievance of discrimination.

- | | |
|---|--------------------------------------|
| <input type="checkbox"/> Race: | <input type="checkbox"/> Color: |
| <input type="checkbox"/> National Origin: | <input type="checkbox"/> Sex: |
| <input type="checkbox"/> Age: | <input type="checkbox"/> Disability: |
| <input type="checkbox"/> Religion: | |

6 Describe in detail the specific incident(s) that is the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.

Please explain how other persons or groups were treated differently by the person(s)/ agency who discriminated against you.

Please list and describe all documents, e-mails, or other records and materials pertaining to your complaint.

Please list and identify any witness(es) to the incidents or persons who have personal knowledge of information pertaining to your complaint.

Have you previously reported or otherwise complained about this incident or related acts of discrimination? If so, please identify the individual to whom you made the report, the date on which you made the report, and the resolution. Please provide any supporting documentation.

Please provide any additional information about the alleged discrimination.

7 If an advisor will be assisting you in the complaint process, please provide his/her name and contact information.

First Name	MI	Last Name
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Name of Business	Position/Title	Telephone Number
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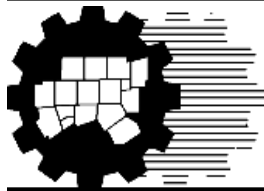
Street Address	City	State	Zip Code
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8 This complaint form must be signed and dated in order to address your allegations. Additionally, this office will need your consent to disclose your name, if needed, in the course of our investigation. The Discrimination Complaint Consent/Release form is attached. If you are filing a complaint of discrimination on behalf of another person, our office will also need this person's consent.

I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances are as I have described them. I also understand that if I will be assisted by an advisor, my signature below authorizes the named individual to receive copies of relevant correspondence regarding the complaint and to accompany me during the investigation.

Signature

Date



North Central Texas Council of Governments Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin.

First Name _____ MI _____ Last Name _____

Street Address _____ City _____ State _____ Zip Code _____

As a complainant, I understand that in the course of an investigation it may become necessary for the North Central Texas Council of Governments to reveal my identity to persons at the organization or institution under investigation. I am also aware of the obligations of the North Central Texas Council of Governments to honor requests under the Freedom of Information Act. I understand that as a complainant I am protected from retaliation for having taken action or participated in action to secure rights protected by nondiscrimination statues and regulations which are enforced by the Federal Highway Administration (FHWA) of the U.S. Department of Transportation.

Please Check one:

- I CONSENT and authorize the North Central Texas Council of Governments (NCTCOG), as part of its investigation, to reveal my identity to persons at the organization, business, or institution, which has been identified by me in my formal complaint of discrimination. I also authorize NCTCOG to discuss, receive and review materials and information about me from the same and with appropriate administrators or witnesses for the purpose of investigating this complaint. In doing so, I have read and understand the information at the beginning of this form. I also understand that the material and information received will be used for authorized civil rights compliance activities only. I further understand that I am not required to authorize this release and do so voluntarily.
- I DENY CONSENT to have the North Central Texas Council of Governments (NCTCOG), reveal my identity to persons at the organization, business, or institution under investigation. I also deny consent to have NCTCOG disclose any information contained in the complaint with any witnesses I have mentioned in the complaint. In doing so, I understand that I am not authorizing NCTCOG to discuss, receive, nor review any materials and information about me from the same. In doing so, I have read and understand the information at the beginning of this form. I further understand that my decision to deny consent may impede this investigation and may result in the unsuccessful resolution of my case.

Signature

Date

Public Participation Plan Update

Regional Transportation Council

August 9, 2018

Amanda Wilson, AICP



North Central Texas
Council of Governments

Public Participation Plan

Fulfills basic public involvement requirements established by federal law

Defines public involvement procedures and comment periods

Outlines communications and outreach strategies for informing the public

Describes measures for diversity and inclusiveness

Provides basis for evaluating outreach efforts

Legislative Basis

**Fixing American's Surface Transportation Act
(2015)**

Title VI of the Civil Rights Act of 1964

**Executive Order 12898: Federal Actions to
Address Environmental Justice in Minority
and Low-Income Populations (1994)**

**Executive Order 13166: Improving Access to
Service for Persons with Limited English
Proficiency (2000)**

Ways We Involve People

Public meetings, online comment opportunities

Website, email and social media

Publications, newsletters

Community events

Speaking opportunities

Media relations

Advertising



@NCTCOGtrans

Updating the Plan

Last updated in February 2015 prior to FAST Act

**Increasing shift toward streaming video,
technology**

**Growing emphasis on outreach to and through
community groups**

New regional demographics



Possible Revisions

Revised stakeholder list to reflect FAST Act requirements

More efficient public input opportunities

Increased emphasis on livestreaming

Updated Language Assistance Plan

Increased weight given to local comments

Refined evaluation measures and reporting

More appealing design and formatting

Schedule

August 9, 2018

RTC Information

August 24, 2018

STTC Information

September 10, 11, 19, 2018

Public meetings

September 10, 2018

Public comment period begins

September 28, 2018

STTC Information

October 11, 2018

RTC Information

October 26, 2018

STTC Action

November 8, 2018

RTC Action

Contacts

Amanda Wilson, AICP

Program Manager

awilson@nctcog.org • 817-695-9284

Kyle Roy

Communications Specialist

kroy@nctcog.org • 817-704-5610

www.nctcog.org/trans/involve



@NCTCOGtrans

**Regional Transportation Council Attendance Roster
August 2017-July 2018**

RTC MEMBER	Entity	8/10/17	9/14/17	10/12/17	11/9/17	12/14/17	1/11/18	2/8/18	3/8/18	4/12/18	4/19/18	5/10/18	6/14/18	7/12/18
Tennell Atkins (09/17)	Dallas	--	A	P	P	P	P	P	A	P	A	P	A	A
Richard E. Aubin (06/18)	Garland	--	--	--	--	--	--	--	--	--	--	--	A(R)	P
Sue S. Bauman (10/17)	DART	--	--	P	P	P	A	P	P	E(R)	P	E(R)	P	A
Mohamed Bur (06/18)	TxDOT, Dallas	--	--	--	--	--	--	--	--	--	--	--	P	P
Carol Bush (01/15)	Ellis Cnty	P	E	P	P	P	P	E(R)	A	P	A	P	P	P
Loyl Bussell (05/17)	TxDOT, FW	P	P	P	P	P	P	P	P	E(R)	P	P	P	E
Rickey D. Callahan (09/17)	Dallas	--	A	P	E	P	P	P	E	P	P	P	P	A(R)
Mike Cantrell (1/07)	Dallas Cnty	P	P	A	E	P	P	P	E	--	--	P	P	P
George Conley (07/18)	Parker Cnty	--	--	--	--	--	--	--	--	--	--	--	--	P
David L. Cook (05/16)	Mansfield	P	P	P	E(R)	P	P	P	P	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	E	P	P	P	P	P	E	P	P
Charles Emery (4/04)	DCTA	P	P	P	P	P	P	P	P	P	P	P	P	P
Kevin Falconer (07/17)	Carrollton	P	P	P	P	A	P	P	P	E	P	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	E(R)	P	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	P	P	P	P	P	P	P	A	P	P	P	P	E(R)
George Fuller (07/17)	McKinney	P	A	P	A	A	A	A	A	E(R)	P	E(R)	P	E(R)
Sandy Greyson (11/11)	Dallas	P	P	P	P	P	P	E	P	P	P	P	P	A
Jim Griffin (06/18)	Bedford	--	--	--	--	--	--	--	--	--	--	--	P	P
Mojoy Haddad (10/14)	NTTA	P	P	P	A	A	P	E	P	P	A	E	E	P
Roger Harmon (1/02)	Johnson Cnty	P	P	P	P	P	P	E(R)	E	P	A(R)	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	P	E	E	P	P	P	P	P	P	P	P
Ron Jensen (06/13)	Grand Prairie	A(R)	E(R)	P	P	P	P	P	P	P	P	P	A	P
Jungus Jordan (4/07)	Fort Worth	P	E(R)	P	P	E(R)	P	P	P	P	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	P	P	P	P	P	E(R)	P	E	P	P	P	P	A(R)
Harry LaRosiliere (06/17)	Plano	E(R)	P	E(R)	P	P	P	E(R)	P	E(R)	E(R)	P	E(R)	P
David Magness (06/13)	Rockwall Cnty	P	P	P	E	P	P	P	P	P	P	P	P	E
Scott Mahaffey (03/13)	FWTA	P	P	E(R)	P	E(R)	P	P	P	E(R)	P	P	P	P
B. Adam McGough (07/16)	Dallas	P	P	P	P	P	P	P	E	P	P	P	A	P
William Meadows (02/17)	DFW Airport	A	P	A	P	E	A	E(R)	E	E(R)	P	P	A	P
Steve Mitchell (07/17)	Richardson	P	P	P	P	P	P	P	P	P	P	P	P	P
Cary Moon (06/15)	Fort Worth	P	P	E(R)	P	P	P	P	P	P	P	E(R)	E(R)	P
Stan Pickett (06/15)	Mesquite	P	P	P	E	P	P	P	P	E	E(R)	P	P	P
John Ryan (05/18)	Denton	--	--	--	--	--	--	--	--	--	--	P	P	A
Will Sowell (10/17)	Frisco	--	--	P	E(R)	P	P	P	E(R)	P	A	P	E(R)	A
Stephen Terrell (6/14)	Allen	A	P	P	P	E(R)	E(R)	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	E(R)	E(R)	P	P	E(R)	A(R)	P	E(R)	E	P	P	E(R)

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

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

Regional Transportation Council Attendance Roster
August 2017-July 2018

RTC MEMBER	Entity	8/10/17	9/14/17	10/12/17	11/9/17	12/14/17	1/11/18	2/8/18	3/8/18	4/12/18	4/19/18	5/10/18	6/14/18	7/12/18
William Tsao (3/17)	Dallas	E(R)	P	P	P	P	P	P	P	P	P	P	P	P
Oscar Ward (6/14)	Irving	P	E	E	P	P	P	P	P	P	P	E(R)	P	P
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	P	P	P	P	P	P	P	E(R)
B. Glen Whitley (2/97)	Tarrant Cnty	P	A(R)	P	E(R)	E	E	E	P	E(R)	A	P	E	A
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	P	P	P	P
W. Jeff Williams (10/15)	Arlington	P	P	P	E(R)	P	P	P	P	P	P	P	P	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P	P

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

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

Surface Transportation Technical Committee Attendance Roster
June 2017-June 2018

STTC MEMBERS	Entity	6/23/17	7/28/17	8/25/17	9/22/17	10/27/17	12/8/17	1/26/18	2/23/18	3/23/18	4/27/18	5/25/18	6/22/18
Antoinette Bacchus	Dallas County	P	A	P	A	P	A	P	P	P	A	A	A
Micah Baker	Dallas County	A	A	A	P	A	P	A	A	A	A	P	P
Bryan Beck	Fort Worth	--	--	--	--	P	P	P	P	P	P	A(R)	P
Katherine Beck	Fort Worth	A	P	P	P	P	P	P	P	P	P	A	P
Marc Bentley	Farmers Branch	A	A	A	A	A	A	A	A	A	A	A	A
David Boski	Mansfield	P	P	A	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	P	P	P	A	A	A	A	P	A	A	A	P
Mohammed Bur	TxDOT, Dallas	P	P	A	P	P	P	P	P	P	E	P	P
Dave Carter	Richardson	P	P	P	P	P	P	P	P	P	A	P	P
Curt Cassidy	Mesquite	--	--	--	--	--	--	P	P	P	P	P	P
Season Clemens	TxDOT, Dallas	--	--	P	A	P	P	A	P	P	P	A	P
Robert Cohen	Southlake	--	R	P	A	R	P	R	P	A	A	A	P
Kent Collins	Coppell	P	P	A	A	P	P	P	R	A	R	P	A(R)
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	A	P	P	P	P	P	P
Hal Cranor	Eules	P	R	P	P	A	P	P	P	P	P	P	A
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	P	R	P	P	P
Chad Davis	Wise County	P	P	P	P	P	P	P	P	P	P	P	P
Greg Dickens	Hurst	R	R	R	A	R	R	R	R	R	A	A(R)	A(R)
David Disheroon	Johnson County	A	P	A	P	A	P	A	A	A	A	P	P
Phil Dupler	FWTA	--	--	--	--	P	P	P	P	P	P	P	P
Chad Edwards	DART	A	P	P	P	A	P	P	P	P	P	A	P
Claud Elsom	Rockwall County	P	A	P	P	A	A	P	P	P	P	P	P
Keith Fisher	Cleburne	P	P	A	R	P	P	R	P	A	A	A(R)	A
Eric Fladager	Fort Worth	P	P	P	P	P	P	P	P	P	P	P	P
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	P	P	P	P	P	P	P	P	P	P	A	P
Gary Graham	McKinney	P	R	P	P	P	R	P	P	P	P	A	P
Tom Hammons	Carrollton	A	A	A	P	A	A	A	P	P	A	P	A
Ron Hartline	The Colony	R	A	R	A	R	R	R	R	R	A	P	A(R)
Kristina Holcomb	DCTA	P	P	A	R	R	R	R	P	R	E	P	P
Matthew Hotelling	Flower Mound	P	P	P	P	P	P	P	P	P	E	A	A
Kirk Houser	Dallas	P	P	P	P	P	A	P	P	P	P	P	A(R)
Terry Hughes	Weatherford	P	P	A	P	P	P	P	P	P	P	P	P
Paul Iwuchukwu	Arlington	P	P	P	P	A	P	P	P	P	P	A	P
Kelly Johnson	NTTA	P	A	A	A	A	A	A	A	A	A	A	A
Sholeh Karimi	Grand Prairie	P	P	P	A	P	P	P	A	P	A	A	A
Paul Knippel	Frisco	A	A	P	P	P	A	A	P	P	P	A	A
Chiamin Korngiebel	Dallas	P	P	R	R	A	A	P	A	A	P	P	P
Alonzo Liñán	Keller	P	P	P	P	P	P	P	P	P	P	P	A
Paul Luedtke	Garland	P	P	P	P	P	P	P	P	P	P	P	P
Stanford Lynch	Hunt County	P	P	P	P	R	R	P	P	A	P	P	P
Alberto Mares	Ellis County	--	P	A	P	P	P	R	P	P	P	P	A(R)
Laura Melton	Burleson	P	P	P	P	A	A	P	P	A	P	P	A

P = Present A = Absent R = Represented
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E = Excused Absence (personal illness, family emergency,
jury duty, or business necessity)

Surface Transportation Technical Committee Attendance Roster
June 2017-June 2018

STTC MEMBERS	Entity	6/23/17	7/28/17	8/25/17	9/22/17	10/27/17	12/8/17	1/26/18	2/23/18	3/23/18	4/27/18	5/25/18	6/22/18
Brian Moen	Frisco	P	P	P	A	A	P	P	P	A	P	A	A
Cesar Molina, Jr.	Carrollton	P	R	A	A	P	P	P	P	A	A	A	P
Mark Nelson	Denton	P	P	P	R	P	P	P	P	P	P	P	P
Corey Nesbit	Mesquite	--	--	--	--	--	--	P	A	A	R	P	P
Jim O'Connor	Irving	P	P	P	A	P	A	P	P	P	P	P	P
Kenneth Overstreet	Bedford	A	A	A	R	A	A	A	A	A	A	A	A
Kevin Overton	Dallas	A	P	P	P	P	P	P	P	P	P	P	A
Dipak Patel	Lancaster	P	P	P	P	P	P	P	P	P	P	P	P
Todd Plesko	DART	P	P	P	P	P	P	P	P	P	P	A	P
Shawn Poe	Rowlett	P	P	P	P	P	P	P	P	P	R	P	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	P	P	P	P	P
Daniel Prendergast	Plano	P	P	A	A	P	P	P	A	P	P	P	P
Lisa Pyles	Addison	P	A	P	A	P	A	A	A	A	A	A	A
Bryan G. Ramey II	Duncanville	--	--	--	--	--	--	--	R	P	R	P	P
William Riley	Tarrant County	P	P	P	A	P	P	P	P	P	P	P	P
Greg Royster	DFW Int. Airport	A	A	A	A	P	P	A	A	P	A	P	P
Moosa Saghian	Kaufman County	A	A	P	P	P	P	P	P	P	P	A	P
David Salmon	Lewisville	A	P	P	P	A	P	P	R	P	P	A(R)	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Brian Shewski	Plano	--	--	--	--	--	--	--	--	--	--	P	P
Walter Shumac, III	Grand Prairie	A	P	A	P	A	A	P	P	P	P	P	P
Tom Simerly	Fort Worth	P	A	P	P	P	A	P	A	P	A	A	P
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	P	P	P	P	P	A	P	P	A	E	E	P
Chelsea St. Louis	Dallas	P	P	P	P	P	P	P	P	P	P	P	P
Caleb Thornhill	Plano	P	P	P	A	P	A	A	P	P	A	P	P
Matthew Tilke	McKinney	--	--	--	--	--	--	P	P	P	P	P	P
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Mark Titus	Richardson	P	P	A	P	P	P	P	P	P	P	P	P
Gregory Van Nieuwenhuize	Haltom City	P	R	P	P	P	P	P	A	P	P	A	P
Daniel Vedral	Irving	P	P	P	P	P	P	P	P	P	P	P	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P
Jared White	Dallas	A	P	P	P	A	P	P	A	P	A	A	A
Bill Wimberley	Hood County	P	P	P	P	P	R	P	P	P	A	A(R)	A
Robert Woodbury	Cedar Hill	--	--	--	--	P	P	P	R	P	P	P	P
John Wright	Greenville	--	--	--	--	--	--	--	--	--	A	P	P
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

June 22, 2018

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, June 22, 2018, at 1:30 pm, in the Transportation Council Room of the North Central Texas Council of Governments (NCTCOG). The following STTC members or representatives were present: Micah Baker, Bryan Beck, Katherine Beck, David Boski, Keith Brooks, Mohamed Bur, Dave Carter, Johnathan Browning (representing Curt Cassidy), Ceason Clemens, Robert Cohen, George Marshall (representing Kent Collins), John Cordary Jr., Clarence Daugherty, Chad Davis, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Gary Graham, Brian McNulty (representing Ron Hartline), Kristina Holcomb, John Brunk (representing Kirk Houser), Terry Hughes, Paul Iwuchukwu, Chiamin Korngiebel, Paul Luedtke, Stanford Lynch, Joseph Jackson (representing Alberto Mares), Cesar J. Molina Jr., Mark Nelson, Corey Nesbit, Jim O'Connor, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Bryan G. Ramey II, William Riley, Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Brian Shewski, Walter Shumac III, Tom Simerly, Randy Skinner, Angela Smith, Chelsea St. Louis, Caleb Thornhill, Matthew Tilke, Mark Titus, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Robert Woodbury, and John Wright.

Others present at the meeting were: Vickie Alexander, Melissa Baker, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Kenny Bergstrom, Natalie Bettger, Ron Brown, Angie Carson, Sarah Chadderdon, Michael Copeland, Brian Crooks, Kevin Feldt, Brian Flood, Camille Fountain, Mike Galizio, Jeff Hathcock, Victor Henderson, Tim James, Dan Kessler, Kevin Kroll, Dan Lamers, Sonya Landrum, April Leger, Nancy Luong, Karina Maldonado, Mindy Mize, Jeff Neal, Archie Nettles, Timothy O'Leary, Donald Parker, James Powell, Vercie Pruitt-Jenkins, Caryn Sanders, Russell Schaffner, Kelly Selman, Samuel Simmons, Kimberlin To, Whitney Vandiver, and Mitzi Ward.

1. **Overview of Remote Technology Instructions and Clean Air Action Day:** Charles Covert provided a brief reminder of technology instructions for those members participating in the meeting remotely. In addition, Whitney Vandiver highlighted Clean Air Action Day information. Additional Clean Air Action Day material was provided in Electronic Item 1.1 and Electronic Item 1.2.
2. **Approval of May 25, 2018, Minutes:** The minutes of the May 25, 2018, meeting were approved as submitted in Reference Item 2. Daniel Vedral (M); John Polster (S). The motion passed unanimously.
3. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 3.1. **Federal Functional Classification System Amendments:** A recommendation for Regional Transportation Council approval of four amendments to the currently approved Federal Functional Classification System was requested. All amendments involve the construction of new roadways which are included in the current Transportation Improvement Program. Details were provided in Electronic Item 3.1.
 - 3.2. **Transportation Improvement Program Modifications:** A recommendation for Regional Transportation Council approval of revisions to the 2019-2022 Transportation

Improvement Program (TIP), as provided in Electronic Item 3.2, was requested. Modifications were reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.

A motion was made to approve the items on the Consent Agenda. John Polster (M); Kristina Holcomb (S). The motion passed unanimously.

4. **2019 Unified Transportation Program and Update to the Regional 10-Year Plan:**

Christie Gotti presented information on project changes associated with the Regional 10-Year Plan that is being updated through development of the Texas Department of Transportation's (TxDOT) 2019 Unified Transportation Program (UTP). She noted that staff is preparing an updated document containing changes since approved in December 2016. Edits include funding allocation changes since the initial target setting, year-of-expenditure/total project cost changes, revised construction costs, changes in funding allocations, updates from recent Regional Transportation Council actions on IH 635 East and SH 183, and project status and timing changes. Ms. Gotti noted that a copy of the revisions to the Regional 10-Year Plan will be provided to members following the meeting. She added that the revisions have not yet been financially constrained to available revenue, but the information has been reviewed by the TxDOT districts and is believed to be accurate. This effort is taking some time so that staff can confirm how carryover funds for Regional 10-Year Plan projects for each fiscal year are identified in the UTP and to confirm that additional increments of funding are reflected. A map of the existing Regional 10-Year Plan projects was shown. It was noted that although there are several additional projects in the document that will be emailed, in many cases they are projects that were placeholder entries and TxDOT has now reviewed and determined that it should actually be split into several projects. There are very few new projects. The timeline for this effort was reviewed. She noted that staff is working with TxDOT to determine the appropriate timeline to meet the Texas Transportation Commission approval schedule. John Polster discussed scope changes for IH 35E and asked if the changes could be included in the revisions. Ms. Gotti noted that staff has been working with TxDOT and the changes will be included. Members were encouraged to review their respective projects in the Regional 10-Year Plan and communicate any changes or questions to staff. The complete listing of the projects previously approved in the 10-Year Plan was provided in Electronic Item 4.

5. **Better Utilizing Investments to Leverage Development Discretionary Grant Program:**

Jeff Neal presented proposed projects to be submitted by the North Central Texas Council of Governments (NCTCOG) for the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program. Details of the \$1.5 billion grant program were included in the Notice of Funding Opportunity provided in Electronic Item 5.1. Mr. Neal highlighted project application requirements including minimum/maximum grant awards, project eligibility, and eligible applicants. The application submittal deadline is July 19, 2018. An entity must demonstrate the ability to complete environmental clearance design and right-of-way acquisition for the project being submitted by the obligation deadline of September 30, 2020. The maximum Federal cost share for the program is up to 80 percent in urban regions and up to 100 percent in rural areas. Mr. Neal also highlighted the merit criteria evaluation used to select projects proposed for the application. It was noted that an important aspect of the program is the consideration of the ability for a project to generate non-federal revenue for transportation investments. In addition, the methodology for regional project selection was reviewed. Staff identified projects in both the eastern and western subregions, projects with potential partnership opportunities, recent project submittals, locations with potential to maximize non-federal revenue leveraging, and those with

significant economic development opportunities. Proposed projects for the BUILD grant application were presented. Mr. Neal noted that at the May 25 meeting, staff proposed a south Dallas logistics hub project. After results of the Infrastructure for Rebuilding America (INFRA) grant were received, staff decided to instead propose IH 635 East as part of the BUILD application. In addition, an overview of the 2018 BUILD Grant Program request was provided in Electronic Item 5.3. Since the meeting mail out material was provided to members, additional information was received from stakeholders on the AllianceTexas/Haslet project. Based on the additional information, staff proposed to increase the proposed BUILD request and total project cost for the project. Proposed projects and request amounts included: 1) IH 635 East for \$25 million, 2) Alliance Texas/Haslet accessibility improvements for \$20 million, and 3) Trinity Railway Express double tracking/multimodal connectivity enhancements for \$25 million. The timeline for this effort was reviewed. He noted that the deadline for entities requesting letters of support for other local government projects was June 29, 2018. Mr. Neal also presented INFRA grant awards announced on June 8. He noted that \$65 million was awarded for the North Tarrant Express IH 35W 3C project. John Polster discussed the timelines associated with discretionary grant programs and asked if staff would place IH 35E on a list of projects for consideration in future discretionary grant programs. Michael Morris suggested that the Texas Department of Transportation district, Denton County, and staff meet to review the project to better understand for which grant programs it may be appropriate. A list of recent NCTCOG projects submitted for previous United States Department of Transportation discretionary grant programs was provided in Electronic Item 5.2. A motion was made to recommend Regional Transportation Council approval of projects proposed for submittal by the Regional Transportation Council/North Central Texas Council of Governments for the BUILD Discretionary Grant Program. Action also included a recommendation to the Regional Transportation Council directing staff to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to include the BUILD projects, if selected. Randy Skinner (M); Cesar J. Molina Jr. (S). The motion passed unanimously.

6. Implications of Texas Attorney General Opinion on Proposition 1 and Proposition 7

Funds: James Powell provided an overview on the implications of the recent Texas Attorney General Opinion on whether Proposition 1 and Proposition 7 funds can be used on toll projects. On May 7, 2018, the Texas Attorney General issued an opinion requested by Representative Joseph Pickett. A copy of the Attorney General opinion was provided in Electronic Item 6. Regarding Proposition 1 article III, section 49-g(c) of the Texas Constitution states that "...revenue transferred to the state highway fund under this subsection may be only used for constructing, maintaining, and acquiring right-of-way for public roadways other than toll roads." Similarly, article VIII, section 7-c(c) of the Texas Constitution states that "money deposited in the state highway funds under this section may on be appropriated to construct, maintain, or acquire right-of-way for public roadways other than toll roads or repay the principal or interest of general obligation bonds..." The Attorney General opinion is clear that Proposition 1 and Proposition 7 funds cannot be used to fund any toll roads. In addition, the Texas Transportation Commission may not co-mingle Proposition 1 or Proposition 7 funds with other funds with no mechanism for ensuring that funds are spent as constitutionally required. The opinion provides a footnote that indicates that the Texas Department of Transportation potentially has the ability to segregate the costs, but that it is beyond the Attorney General opinion to make that determination. Finally, absent a definition of "toll road," the Attorney General was unable to render an opinion on whether such funds can be spent on non-tolled portions of tolled projects. Mr. Powell noted that the primary legal implication to transportation of the opinion is that the Texas

Legislature may move to define the term “toll road” in the upcoming Texas legislative session. John Polster encouraged members to remain vigilant regarding a future consideration by the Legislature to define “toll road” due to potential material impacts on the available tools for the region. Michael Morris noted that he will flag the need to get out in front of this issue early and the potential for the Surface Transportation Technical Committee and Regional Transportation Council to take a related position.

7. **Transit Implementation in Three Areas of the Region:** Michael Morris presented information regarding three subregion transit requests received from stakeholders in Collin, Dallas, and Tarrant counties. Over the past few months, elected officials and other interested parties have asked for assistance with a comprehensive approach to planning and implementing transit services outside of transportation authority service areas. In the northern portion of the region, the Cities of Frisco, McKinney, Allen, and Plano, have expressed a need for additional transit. Transportation Management Associations (TMA) currently exist in Plano and Frisco but more assistance is needed. In Dallas County, the Cities of Cedar Hill, Duncanville, DeSoto, and Lancaster are requesting planning assistance to get employees to employers at the intermodal hub. In addition, a TMA is also being requested. Cities within Tarrant Counties are also requesting transit outside the current Fort Worth Transportation Authority (Trinity Metro) service area. Pilot projects are currently funded for the Cities of Crowley, Everman, and Forest Hill. Most elements to be considered are similar in each request and include: internal and regional connections, focus on strategic implementation, near term implementation, increased transportation options, funding options, and private sector involvement. Dallas County is also interested in the movement of goods in addition to people. Entities are requesting an independent assessment through the Metropolitan Planning Organization planning process. Consultants will be necessary, as well as coordination with the transportation authorities to ensure that the outcome is fair and equitable. The preliminary cost estimate for this effort is approximately \$2 million. Efforts are in the early development stages. North Central Texas Council of Governments (NCTCOG) staff will be reviewing options to move forward, including inclusion in the Unified Planning Work Program and meeting with transportation authorities. Chad Edwards asked if NCTCOG has had conversations with transportation authority leadership. Mr. Morris noted that he has met with Gary Thomas and is in regular conversations with the Denton County Transportation Authority and Fort Worth Transportation Authority, but that future discussions are necessary. Surface Transportation Technical Committee Chair Todd Plesko noted that Dallas Area Rapid Transit is supportive of the vision for the northern portion of the region and looks forward to working to address mobility needs in the region.

8. **Travel Demand Management Performance Report:** Caryn Sanders provided an overview on items included in the Travel Demand Management Program Performance Report for 2017. The report included Try Parking It commute modes, the Regional Vanpool Program, Try Parking It Commuter Challenge results, Try Parking It 2018 news, and the Try Parking It GREEN Rewards Partners. Try Parking It is a ride match and trip logging program available for commuters in North Central Texas. Active participation aids in improving air quality and decreasing traffic congestion but also allows a commuter to earn points to use towards rewards by tracking their alternative commutes. Commute modes were highlighted, with carpooling being the preferred mode with nearly 18,000 trips logged followed by walking, telecommuting, and biking. Emissions and health savings for each commute mode were highlighted. Total calories burned for commuters in 2017 was approximately 3.6 million, with the highest by those that chose to bike. Overall, logged commutes saved over 1 million pounds (lbs) of greenhouse gas emissions, 760 lbs of nitrogen oxides (NO_x), almost

10,000 lbs of carbon monoxide, 125 lbs of particulate matter, and over 3,000 lbs of reduced volatile organic compounds (VOC). Next, Ms. Sanders highlighted the Regional Vanpool Program data. Vanpool operators include Dallas Area Rapid Transit (DART), Trinity Metro, and the Denton County Transportation Authority (DCTA). Information is also received from private providers. The vans are available at a low monthly cost to riders and can seat as many as 15 people. During 2017, over 36 million vehicle miles traveled were reduced through the Regional Vanpool Program averaging over 2,000 participants monthly. At the end of 2017, data shows approximately 304 vans were operating resulting in reduced NO_x and VOC emissions. Ms. Sanders also highlighted 2017 Try Parking It Commuter Challenges hosted by DART, DCTA, and The North Central Texas Council of Governments (NCTCOG): NCTCOG I-30 Insider Commuter Challenge, DART Bike to Work Challenge, and DCTA Bike Everywhere Commuter Challenge. Results of each challenge were highlighted, including number of participants, trips logged, and incentives for participants. Next, Ms. Sanders highlighted current and historical Try Parking It GREEN Rewards Partners. A copy of the report was provided in Electronic Item 8. As of May 2018, 151 local business have signed on to be partners, and over \$386,000 rewards of goods and services have been donated. She also presented information on the upcoming 2018 Try Parking It Employee Transportation Champion Awards Luncheon on June 29, 2018. Awards will be presented to individuals in the public private and education sector in recognition of individuals that best demonstrate a commitment to promoting and advancing employer alternative commute transportation options. A copy of the 2017 NCTCOG Safety Program Performances Measures Reports was provided in Electronic Item 8.

9. **Safety Program Performance Measures Report:** Camille Fountain provided an overview of items included in the 2017 Transportation Safety Performance Measures Report. A copy of the report was provided in Electronic Item 9. She noted that the Federal Highway Administration Safety Performance Measure final rule requires that state departments of transportations and Metropolitan Planning Organizations set Highway Safety Improvement Program targets for five performance measures: number of fatalitis, fatality rate, number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries. TxDOT and North Central Texas Council of Governments (NCTCOG) safety performance targets for 2018 were highlighted. The targets are based on five-year averages and are updated annually with a 2 percent reduction identified by 2022. In addition, NCTCOG has established a regional safety position that even one death on the transportation system is unacceptable and will be working with partners to develop projects, programs, and policies that assist in eliminating serious injuries and fatalities. Next, Ms. Fountain highlighted 2013-2017 crash statistics for the 12-county metropolitan planning area. From 2016-2017, there was a 4.87 percent decrease in crashes, with the highest decrease in Dallas County at 9 percent and the highest increase in Parker County by 6 percent. Fatalities increased almost 1 percent overall, with the highest decrease in Hood County at 26 percent and the highest increase in Collin County at 36 percent. The top 10 contributing factors for serious injury and fatality crashes on limited access facilities in the 12-county metropolitan planning area boundary were also highlighted, with speeding and failure to drive in a single lane as the top two contributing factors. In addition, Ms. Fountain reviewed crash rates for limited access facilities. For 2017, the regional crash rate was approximately 70 percent and reported per 100 million vehicle miles traveled. Crash rates for Dallas, Tarrant, and Rockwall Counties were higher than the regional average. Next, Ms. Fountain provided an overview of Traffic Incident Management courses. To date, there have been 2,917 attendees for First Responders training, 790 attendees for Executive Level training, 210 for the Basic Photogrammetry training, and 129 attendees for the Advanced Photogrammetry training. She noted that NCTCOG would now be reporting

on the agencies that have attended more courses since the last major update in 2013. Michael Morris discussed contributing factors for serious injury and fatal crashes. He suggested that staff add a slide identifying the 10 categories and how each can be addressed by one of the following: engineering, education, and/or enforcement.

Kevin Kroll provided an overview of hazardous material data for incidents that occurred along limited access facilities within the 16-county region. In 2017, 18 such incidents occurred in the region which is an increase from 2016. Related to the Mobility Assistance Patrol program, five agencies operate within the region. These include Dallas County, Tarrant County, private entities in the North Tarrant Express and LBJ Express, and North Texas Tollway Authority on its tolled facilities. Coverage has been maintained in the same limits as in previous years, with the addition of patrols on the newly opened SH 360 facility. In 2017, Dallas and Tarrant County mobility assistance patrols provided over 3,831 minor mechanical assists to drivers and over 28,000 courtesy checks. Other types of assistance included crash, debris removal, protection to first responders, and abandoned vehicle checks. Mr. Kroll also provided data on wrong way driving crashes in the 12-county Metropolitan Planning Area boundary. Over the last five years, there has been an 11 percent increase in related crashes. Both TxDOT districts have create pilot programs to address these types of crashes. Also reviewed was data from crashes involving impaired drives in the 16-county region. In 2017, approximately 12 percent of crashes involved alcohol, 54 illegal drugs, and 34 prescription drugs. From 2013-2017, there was an overall increase of 17 percent. Mr. Kroll reminded members that 2018-2019 RSAC appointments were due by July 13, 2018. The first meeting of the 2018-2019 term was scheduled for July 27, 2018. Chad Davis requested that staff provided the performance report and presentations to members by email.

10. **Status Report on Hyperloop and High-Speed Rail:** Michael Morris presented information on the role of hyperloop technology in the high-speed rail environmental document on the corridor between Fort Worth and Dallas. He noted that staff would present additional details to the Regional Transportation Council regarding consideration of this technology in the corridor. In addition, he noted that staff also proposes that hyperloop technology be included in the conceptual feasibility study for high-speed rail between Fort Worth and Laredo. An action item on these topics is anticipated at a future meeting.
11. **Surface Transportation Technical Committee Officers and announcement of New Regional Transportation Council Officers:** Dan Kessler noted the proposed Surface Transportation Technical Committee officers for the 2018-2019 term to be considered for appointment by the North Central Texas Council of Governments Executive Board at its June 28, 2018, meeting: Chair Kristina Brevard, Vice President of Planning and Development, Denton County Transportation Authority; Vice Chair Bryan Beck, Director of Public Works, City of Grapevine; and Secretary Brian Moen, Assistant Director of Transportation, City of Frisco. In addition, Mr. Kessler noted Regional Transportation Council (RTC) officers approved at the June 14, 2018, RTC meeting: Chair Gary Fickes, Commissioner, Tarrant County; Vice Chair Andy Eads, Commissioner, Denton County; and Secretary Roger Harmon, County Judge, Johnson County.
12. **Fast Facts:** Carli Baylor noted that May public meeting minutes were provided in Electronic Item 12.1. The minutes include summaries of the items presented and comments received on the topics of Mobility 2045, transportation conformity, strategic partnerships, and school projects.

Carli Baylor also noted that the July public meeting notice was distributed at the meeting in Reference Item 12.9. A meeting is scheduled for 6:00 pm on July 23, 2018. Topics include the Regional 10-Year Plan update and alternative fuel highway corridors.

In addition, Carli Baylor noted that Progress North Texas 2018 was distributed to members at the meeting and that additional copies were available upon request. An electronic version of the publication is also available at www.nctcog.org/ourregion.

Victor Henderson highlighted general public comments submitted April 20-May 19 in the Public Comments Report provided in Electronic Item 12.2. The majority of comments received were related to bicycling and bike month.

Karina Maldonado noted that in March 2018, the Dallas Fort Worth International Airport (DFW Airport) notified the North Central Texas Council of Governments (NCTCOG) of its intent to discontinue transit service between the Trinity Railway Express (TRE) Centreport Station and the remote south parking lot. This project was previously awarded funds by the Regional Transportation Council (RTC) to operate a shuttle from the TRE station to DFW Airport to provide access to jobs and other employment related activities. The airport announced that service would be reduced by June 4 and discontinued by January 2019. NCTCOG staff is working with transit authorities to ensure alternative solutions are identified to meet existing transit demand. Additionally, NCTCOG is reviewing other funding options to identify other long-term solutions. She noted additional information will be presented at a future meeting.

Nancy Luong highlighted current air quality funding opportunities for vehicles. She noted that the Light-Duty Motor Vehicle Purchase or Lease Incentive Program is open to the public and offering rebates on alternative fuel vehicles. Approximately \$8 million is available. Details were provided in Electronic Item 12.3.

Nancy Luong also highlighted current Dallas-Fort Worth Clean Cities events. A Propane Auto Gas Technician training is scheduled in Irving on July 31. Details on other upcoming events were provided in Electronic Item 12.4 and include the biannual meeting and fleet recognition awards on August 21. The North Texas National Drive Electric Week event will be held on September 8.

Jenny Narvaez provided an ozone season update. As of the meeting, the region has experienced 12 exceedance days and is at a design value of 75 parts per billion (ppb). At this time last year, the region had experienced 8 exceedances and had a design value of 78 ppb. Details were provided in Electronic Item 12.5. In addition, she noted that the technical support document for the 2015 ozone standard designations and classifications was provided in Electronic Item 12.6. The document explains how the Environmental Protection Agency came to the conclusion of the nonattainment area for the DFW region and Houston.

Ms. Narvaez noted that with RTC approval of Mobility 2045 and 2018 Transportation Conformity on June 14, appropriate documents have been provided to interagency consultation partners for review.

The current Local Motion was provided in Electronic 12.7, and transportation partner progress reports were provided in Electronic Item 12.8.

13. **Other Business (Old and New)**: Dan Kessler announced new North Central Texas Council of Governments staff members: Tim O'Leary and Archie Nettles.
14. **Next Meeting**: The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on July 27, 2018, at the North Central Texas Council of Governments.

The meeting adjourned at 2:55 pm.



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

August 2018

Calendar

August 1, 8:30 am

TRTC

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

August 3, 11 am

DRMC

North Texas Tollway Authority
5900 Plano Parkway
Plano, TX 75093

August 9, 1 pm

Regional Transportation Council

NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

August 24, 1:30 pm

Surface Transportation

Technical Committee

NCTCOG

Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

Hyperloop technology to be considered for DFW

After a visit to the new Virgin Hyperloop One full-scale test track in Nevada, the Regional Transportation Council has announced its plan to incorporate hyperloop technology into the current metropolitan area transportation initiatives.

The delegation witnessed the technology first hand at the North Las Vegas facility and discussed further details with engineers at the Innovation Campus in Los Angeles

This next-generation transportation mode can produce very high travel speeds using minimal aerodynamic resistance by operating in a low-pressure environment and using magnetic levitation.

In the coming year, the RTC will issue a Request for Proposals for a consultant team to complete a Tier 2 Environmental Impact Statement (EIS) considering both hyperloop technology and high-speed rail connecting Dallas, Arlington and Fort Worth.

Virgin Hyperloop One engineers estimated the hyperloop trip to last about six minutes between Dallas and Fort Worth.

Additionally, funding and funding commitments have also been provided by the RTC and other regions in Texas to conduct a conceptual feasibility study of high-speed technology connecting Fort Worth, Waco, Temple-Killeen, Austin, San Antonio and Laredo.

With the DFW population expected to reach 11.2 million by 2045, the RTC sees the hyperloop technology as an innovative and efficient way to expand upon existing transportation systems and open economic opportunities throughout North Texas.

For more information on Virgin Hyperloop One, including a demonstration video, visit www.nctcog.org/trans/about/news.



Individuals step up with more than 1,000 clean air commitments

Air North Texas celebrated Clean Air Action Day on June 22, securing more than 1,000 commitments from individuals pledging to take an active role to improve air quality.

With this annual event, Air North Texas informs residents about the air quality problem and requests people, businesses and governments to help improve air quality by pledging to implement different types of clean air strategies into their daily routines. Currently, 10 counties are in nonattainment of the federal ozone standards. Residents across the region participated in the event by logging and sharing their specific commitments to www.airnorthtexas.org and NCTCOG's social media pages.

Individuals could select from among 20 commitments. The top three were:

- Take lunch to work or activities
- Confirm up to date on maintenance and state emissions and safety inspection
- Maintain consistent driving speed

These three actions, plus others like walking to work, carpooling and taking the train, all contribute to improving air quality throughout the DFW area. Again this year, members of the Surface Transportation Technical Committee, which met June 22, had the chance to participate in the meeting remotely.

Twenty-seven members took advantage of this opportunity. Three participating entities were awarded Transportation Development Credits, noncash credits that can be used by jurisdictions to go toward the federally required local match for projects.

NCTCOG recognizes alternative commute 'champions'

Try Parking It recently recognized employee transportation champions for going the extra mile to promote alternatives to driving alone. Employee transportation coordinators in the public, private and education sectors were recognized for their encouragement of ridesharing, bicycling, walking, transit, telecommuting and compressed work schedules. The winners were:

Education sector - Sandy Bauman, sustainability coordinator, University of North Texas Health Science Center. Bauman worked to create a Transit 101 class, which teaches students and employees how to ride public transportation in Fort Worth.

Private sector – Kendra Beseler and Ty Munger, Liberty Mutual Insurance Co., Plano. These champions created Liberty Mutual's commute program, which focuses on educating employees on commuting alternatives and promoting available public and company resources.

Public sector – Kevin Overton and Brittany Hailey, City of Dallas. Overton and Hailey have worked to encourage the City's 13,000 employees to consider getting to work by bike, transit, carpool or other alternatives to driving alone.

The Employee Transportation Champion Award recognizes individuals who best demonstrate a commitment to promoting and advancing commuter transportation options at work. For more information on commute alternatives, visit www.tryparkingit.com.

REGION OF CHOICE

IH 35W project reaches substantial completion

The 10-mile Interstate 35W project from downtown Fort Worth to North Tarrant Parkway opened in July.

The \$1.6 billion improvement involved construction of expanded frontage roads, rebuilt main lanes and the addition of TEXpress Lanes, which provide motorists the choice to pay for a smoother ride through the corridor.

With growth and development in Tarrant County, the corridor is experiencing more traffic. Volumes are up 20 percent to 132,000 vehicles a day since 2014, according to North Tarrant Express, the developer of the project. The improved capacity will keep vehicles moving through the corridor for years to come.

The new configuration replaces 60-year-old infrastructure with a safer, more modern roadway. It is the latest piece of a transportation system that aims to provide motorists choices when traveling through the region.

The TEXpress Lanes will allow vehicles to move at 50-60 mph during rush hour, even at capacity, thanks to the traffic management system that will adjust pricing based on congestion levels.

REGIONALNews

Take advantage of EV incentives today

Did you know that you could get up to \$13,500 for purchasing an Electric Vehicle (EV)?

Right now, the federal government is offering up to \$7,500 for the purchase of a new qualified Plug-in Electric Vehicle (PEV).

Additionally, Texas residents are eligible to receive up to \$2,500 for qualified EVs.

And if you live in the Dallas-Fort Worth area, the AirCheckTexas Drive a Clean Machine Program could provide more assistance. Individuals who meet program requirements can receive vouchers for up to \$3,500 toward an EV up to three model years old. Information on the program, including annual household income requirements, can be found at www.airchecktexas.org. Find out more about the electric vehicle incentives available to North Texas residents at www.dfwcleancities.org/evnt.

National Drive Electric Week starts Sept. 8

Electric vehicles are becoming more popular in North Texas, are better for air quality and can be a lot of fun to drive. All these facts are worth celebrating. Next month, EV enthusiasts and residents with an interest in the technology will gather for an annual event at Grapevine Mills.

Dallas-Fort Worth's 2018 National Drive Electric Week event will be held at the mall Saturday, September 8 from 10 am – 1 pm.

Registration is now open at www.driveelectricweek.org, and details are posted at the official North Texas NDEW website, www.driveelectricdfw.org.

In case you're new to NDEW or want a reminder of what a celebration of all-things-electric looks like, check out the 2017 North Texas NDEW recap video on our YouTube page: www.youtube.com/watch?v=-SVc6aR4KvQ&feature=youtu.be. Hope to see you on September 8!

NDEW is a nationwide celebration to increase awareness of the availability of plug-in vehicles and highlight their benefits. The event in Grapevine is on the first day of NDEW, which is scheduled for September 8-16. Events are planned throughout the US and Canada during the eight-day celebration.

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
FWTA.org

By the Numbers

1,000+

Commitments from individuals pledging to take an active role to improve air quality as part of Clean Air Action Day.

PUBLIC *Involvement*

Come see NCTCOG at back-to-school events

The new school year is approaching, which means annual back-to-school events are too!

The North Central Texas Council of Governments will attend the Dallas Mayor's Back-to-School Fair on August 3 at Fair Park and the Tarrant County Back-to-School Roundup on August 9 at the Will Rogers Memorial Center.

NCTCOG staff members will be on hand to provide attendees with information and educational items related to transportation and air quality projects and programs, including bicycle and pedestrian safety initiatives and the AirCheckTexas Program, which provides financial assistance to families to help repair or replace their vehicles.

At these events community organizations, nonprofit groups, corporations and state agencies provide free school supplies, health screenings, immunizations and other government and social services that aid students in need who are returning to campus for the beginning of the new academic term.

Attendees will enjoy live entertainment, children's activities, games and interactive demonstrations. Thousands of Dallas-Fort Worth families attend each year.

To see a full list of events the NCTCOG Transportation Department is participating in, visit www.nctcog.org/trans/calendar.

Check out our new website

Our agency website has a brand new look and feel!

You'll find us at the same location, but we've worked to make it streamlined, easier to navigate and more convenient for mobile users. We're still optimizing it, so pardon our dust.

Visit the Transportation Department page to explore our program areas and resources: www.nctcog.org/trans. Submit comments and questions to transinfo@nctcog.org.

Prepared in cooperation with the Texas Department of Transportation and the US Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration or the Texas Department of Transportation.