

AGENDA

**Regional Transportation Council
Thursday, March 14, 2019
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 February 14, 2019, Minutes
 Action Possible Action Information Minutes: 5
Presenter: Gary Fickes, RTC Chair
Item Summary: Approval of the February 14, 2019, 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. Clean Fleets North Texas 2018 Funding Recommendations
Presenter: Lori Clark, NCTCOG
Item Summary: Staff will request approval of funding recommendations for additional applications 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 have been accepted on a modified first-come, first-served basis with monthly application deadlines. The last application deadline was January 25, 2019. Staff completed review and emissions quantification of two additional applications received since the last Council approval and recommends funding for these projects. This CFP was 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 2.1.1](#) provides an overview of the call for projects. [Electronic Item 2.1.2](#) provides additional detail on recommended projects.

Performance Measure(s) Addressed:

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

2.2. **Policy Position on Communication with Tribal Nations**

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) adoption of the draft RTC Policy Position P19-01, which supports communication with tribal nations.

Background: Tribal nations have interests in North Central Texas. Infrastructure projects may alter or damage the integrity of sites with historical or current cultural importance. Disturbance of human remains is of particular concern for tribal nations. Infrastructure projects also could damage, destroy, or limit access to culturally significant natural resources. Tribal nations are interested in raising the Texas public's awareness of Native history and current issues and interests. Tribal nations are also interested in the welfare of their members who are living outside of currently recognized tribal territories. A substantial number of Native people have moved to Dallas-Fort Worth since the 1970s. [Electronic Item 2.2.1](#) contains a presentation with background information. [Reference Item 2.2.2](#) contains the draft RTC Policy Position to Support Communication with Tribal Nations.

Performance Measure(s) Addressed:

- | | |
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| <input type="checkbox"/> Safety | <input type="checkbox"/> Pavement and Bridge Condition |
| <input type="checkbox"/> Transit Asset | <input type="checkbox"/> System Performance/Freight/CMAQ |

2.3. **Federal-State Partnership for State of Good Repair Program Grant**

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval to submit an application to the Federal-State Partnership for State of Good Repair Program. Funding from this grant opportunity will help the region meet overall freight/passenger rail integration.

Background: In November 2018, the Federal Railroad Administration (FRA) announced the funding opportunity for the State of Good Repair dedicated for capital projects across the United States to repair, replace, or rehabilitate qualified railroad assets to reduce the state of good repair backlog and improve intercity passenger rail performance. Staff will request authorization to submit a grant application in partnership with Dallas Area Rapid Transit (DART) and Trinity Metro that will help the region meet overall freight/passenger integration. BNSF Railway, DART, and Trinity Metro will provide the required local match.

[Electronic Item 2.3.1](#) is a copy of the Notice of Funding Opportunity that details the \$272.25 million in federal funds available, as well as project application

requirements. Applications are due to the FRA by March 18, 2019. A program overview and possible project candidates were discussed at the February 14, 2019, Council meeting. The \$53 million proposed project to replace/rehabilitate four bridges that are past their useful life or in poor condition, as well as double track the railways where the bridges are located is consistent with the programs and policies in Mobility 2045, and stasha coordinated with local governments impacted by the project. More detailed information can be found in [Electronic Item 2.3.2](#)

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. Unified Transportation Program and Focus on Congestion in Agenda Items 5, 6, and 11
2. North Texas Multimodal Operations, Velocity, Efficiency, and Safety (MOVES) Program Infrastructure for Rebuilding America (INFRA) Grant Application Follow Up:
 - BNSF Committing \$2 Million to Program
 - All Local Governments Have Confirmed Approval
 - Due to Updated Costs, Seven Projects Were Reduced to Five Projects
3. US 75 Technology Lanes: Thank You to Collin County Commissioner Duncan Webb and Legislative Delegation
4. North Tarrant Express 3C Status Update: Approval of Private Activity Bonds
5. Latest Regional Congestion Data
6. Development of Gentrification Report: Agenda Item 10
7. FY2020 and FY2021 Unified Planning Work Program Development
8. Texas Federal Land Access Program Grant Funding Opportunity
9. Air Quality Funding Opportunities for Vehicles
(www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle)
10. Dallas-Fort Worth Clean Cities Events (www.dfwcleancities.org/dfw-clean-cities-meetings)
11. US 380: Many Public Comments Received
12. March Public Meeting Notice ([Electronic Item 3.1](#))
13. February Public Meeting Minutes ([Electronic Item 3.2](#))
14. Recent Magazine Article (www.dmagazine.com/publications/d-magazine/2019/march/meet-the-kings-of-sprawl/)
15. Public Comments Report ([Electronic Item 3.3](#))
16. Recent Correspondence ([Electronic Item 3.4](#))
17. Recent News Articles ([Electronic Item 3.5](#))
18. Recent Press Releases ([Electronic Item 3.6](#))
19. Transportation Partners Progress Reports

1:20 – 1:30

4. **Legislative Update**

Action Possible Action Information Minutes: 10

Presenter: Rebekah Hernandez, NCTCOG

Item Summary: Staff will provide an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth area.

Background: Transportation issues continue to be a focus for both the United States (US) Congress and the Texas Legislature. The 1st session of the 116th US Congress convened on January 3, 2019. The 86th Texas Legislature convened on January 8, 2019. This item will allow staff to provide updates on key positions of the Regional Transportation Council and allow any additional positions to be taken, if necessary.

Performance Measure(s) Addressed:

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

1:30 – 1:40

5. **Congestion Management Process Update**

Action Possible Action Information Minutes: 10

Presenter: Mike Galizio, NCTCOG

Item Summary: Work is underway on an update to the region's Congestion Management Process (CMP) documentation. Staff will present a brief overview of federal CMP requirements, the history and role of the CMP in the metropolitan planning process, and the elements and topics that will be considered in the CMP update. Staff will also present the schedule of upcoming meetings for the CMP update.

Background: The CMP is a systematic and regionally coordinated approach for measuring transportation congestion levels and prioritizing strategies for managing that congestion. Federal requirements define the elements of a CMP and specify that urbanized areas with populations over 200,000 must implement and maintain a CMP. The current CMP for the North Central Texas region was adopted by the Regional Transportation Council (RTC) in 2013. The RTC is expected to take action on this CMP update by the end of this calendar year. The current CMP and other related resources can be viewed on the North Central Texas Council of Governments website at www.nctcog.org/cmp.

Performance Measure(s) Addressed:

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

1:40 – 1:50

6. **2017-2018 CMAQ/STBG Funding Program: Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Programs**

Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will brief the Council on the latest efforts to extend existing and fund new Regional Transportation Council (RTC)

Air Quality and Management and Operations programs and projects.

Background: Staff is reviewing the region's ongoing Air Quality and Management and Operations projects and programs. A determination is needed regarding which projects should be continued, which ones can be discontinued, and any new projects/programs of this nature that should be considered. To this end, North Central Texas Council of Governments staff has evaluated the list of existing Air Quality and Management and Operations projects and programs and is recommending the extension of many of these programs into the fiscal year 2020-2022 timeframe, along with the discontinuation of a few projects/programs, and creation of a few new ones.

[Electronic Item 6.1](#) contains a recommended project list for consideration. Additional details on the funding program can be found in [Electronic Item 6.2](#).

Performance Measure(s) Addressed:

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

1:50 – 2:00

7. **Community College Partnership**

Action Possible Action Information Minutes: 10

Presenter: Shannon Stevenson, NCTCOG

Item Summary: Staff will brief the Council on two new pilot projects related to students at Tarrant County College (TCC), the Arlington Independent School District (AISD), and the University of Texas at Arlington (UTA). Details of the program are being resolved between the North Central Texas Council of Governments (NCTCOG) and Trinity Metro.

Background: NCTCOG staff met with the Secretary of Housing and Urban Development and the Chancellor of Tarrant County College in 2018 to discuss how transportation is an important factor in the success of students from disadvantaged populations. The collaboration resulted in a commitment to taking a more holistic approach to assist those in poverty on numerous fronts including housing, health and wellness, transportation, and education.

Two possible pilot transit projects emerged from the discussions: 1) Project A-provide Trinity Metro transit passes for all Tarrant County College students and 2) Project B-provide transit for students between Arlington Independent School District campuses, TCC, the University of Texas at Arlington, and nearby park and ride lots. Project A is currently funded by Tarrant County College, but by providing alternate funding for this effort, TCC's funds could be utilized to offer more scholarships to underrepresented students. Project B is part of an integrated approach to ensuring student success in transitioning from high school to TCC then onto UTA to finish

out their undergraduate degree. Both projects are consistent with the programs and policies in Mobility 2045, as well as Access North Texas. More detailed information can be found in [Electronic Item 7](#). NCTCOG staff would be happy to explore this opportunity with other community colleges.

Performance Measure(s) Addressed:

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

2:00 – 2:10

8. Start of 2019 Ozone Season

- Action Possible Action Information Minutes: 10

Presenter: Jenny Narvaez, NCTCOG

Item Summary: Staff will provide an update on a variety of air quality topics pertaining to North Central Texas as the 2019 ozone season begins.

Background: The 2019 ozone season began on March 1 for the North Central Texas 9- and 10-county nonattainment areas. The region continues to monitor and work towards compliance for ozone National Ambient Air Quality Standards (NAAQS). As a reminder, the region remains in nonattainment for both the 2015 and 2008 NAAQS.

The Regional Transportation Council continues to support air quality projects and programs to assist the region in meeting federal attainment. Local governments, businesses, and the general public are encouraged to do what they can to assist in improving air quality both during the ozone season and throughout the year. To aid in community outreach, the North Central Texas Council of Governments will continue to promote air quality awareness through advertising, partnering with local agencies, and community events.

Performance Measure(s) Addressed:

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

2:10 – 2:20

9. 2017-2018 CMAQ/STBG Funding Program: Assessment Policy

- Action Possible Action Information Minutes: 10

Presenter: Michael Morris, NCTCOG

Item Summary: Staff will brief the Council on the proposed projects to be funded through the Assessment Policy Program in the 2017-2018 Congestion Mitigation and Air Quality Improvement Program (CMAQ)/Surface Transportation Block Grant Program (STBG) Funding Program.

Background: In March 2017, staff introduced the process to select projects using CMAQ and STBG funding through several funding programs. Staff has been working with several agencies to develop partnerships that will fund high-priority projects. The Assessment Policy program is designed to take advantage of

value capture mechanisms so as development occurs along the project area, the Regional Transportation Council is repaid (in part or in full) for improvements funded along the corridor. Details on the projects which staff are proposing to fund can be found in [Electronic Item 9.1](#). Additional information on the funding program is included in [Electronic Item 9.2](#).

Performance Measure(s) Addressed:

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

2:20 – 2:30 10.

Gentrification Study

Action Possible Action Information Minutes: 10
Presenter: Karla Weaver, NCTCOG

Item Summary: Staff will provide information on a report that reviews public policy and research on addressing gentrification relevant to major infrastructure projects.

Background: Rapid growth of the region and renewed interest in urban neighborhoods has led many to question what can be done to mitigate gentrification. The definition, the causes (including the role of infrastructure), and the indicators of gentrification are briefly explored in this document, along with general and specific approaches for addressing it at various levels of government. Staff will provide a brief overview of the report contents and key recommendations. Additional information is provided in [Electronic Item 10](#).

Performance Measure(s) Addressed:

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

2:30 – 2:40 11.

Metropolitan Transportation Plan Policy Bundle-Round 3

Action Possible Action Information Minutes: 10
Presenter: Kevin Feldt, NCTCOG

Item Summary: Staff will provide an overview of the Metropolitan Transportation Plan (MTP) Policy Bundle and Round 3 application process.

Background: The MTP Policy Bundle Program was created to encourage entities such as local governments, school districts, and transportation agencies to voluntarily adopt at least a minimum of 50 percent of the list of policies identified in the Mobility 2045 Policy Bundle. By voluntarily adopting these policies, participating entities will receive Transportation Development Credits (TDC) to offset local funds as matching funds for federal transportation projects.

MTP Policy Bundle Program-Round 3 funding assistance is now accepting applications. To be considered for an award, all requestors must reapply by submitting a new application with the early deadline for applications March 15, 2019. Applications received will be reviewed for completeness by

North Central Texas Council of Governments staff. Applicants will be notified by March 29, 2019, regarding any additional documentation required. Final, complete applications are due April 15, 2019. Formal notice of awards will be announced to successful applicants in June 2019.

Previous award winners should contact a Transportation Improvement Program (TIP) team representative to ensure projects and TDC funding are programmed in the TIP. Additional details regarding the MTP Policy Bundle Program can be found in [Electronic Item 11](#).

Performance Measure(s) Addressed:

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| <input checked="" type="checkbox"/> Transit Asset | <input checked="" type="checkbox"/> System Performance/Freight/CMAQ |

12. **Progress Reports**

- Action Possible Action Information

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

- RTC Attendance ([Electronic Item 12.1](#))
- STTC Attendance and Minutes ([Electronic Item 12.2](#))
- Local Motion ([Electronic Item 12.3](#))

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

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

15. **Next Meeting**: The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, April 11, 2019, at the North Central Texas Council of Governments.***

REGIONAL TRANSPORTATION COUNCIL
February 14, 2019

The Regional Transportation Council (RTC) met on Thursday, February 14, 2019, 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: Tennell Atkins, Richard E. Aubin, Sue S. Bauman, Mohamed Bur, Loyl C. Bussell, Rickey D. Callahan, George Conley, David L. Cook, Theresa Daniel, Andy Eads, Charles Emery, Kevin Falconer, Gary Fickes, Robert Franke, Rick Grady, Lane Grayson, Sandy Greyson, Jim Griffin, Roger Harmon, Clay Lewis Jenkins, Greg Giessner (representing Ron Jensen), Jungus Jordan, Lee M. Kleinman, David Magness, Jon Michael Franks (representing Scott Mahaffey), B. Adam McGough, Ivan Hughes (representing Steve Mitchell), Cary Moon, Stan Pickett, John Ryan, Will Sowell, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Cheryl Williams (representing Duncan Webb), Kathryn Wilemon, W. Jeff Williams, and Ann Zadeh.

Others present at the meeting were: Angela Alcedo, Vickie Alexander, Devan Allen, Nicholas Allen, Melissa Baker, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, George Behmanesh, Robin Bentley, Natalie Bettger, Alberta Blair, David Boski, Tanya Brooks, Bob Brown, John Brunk, Pamela Burns, Marrk Callier, Angie Carson, Jim Cline, Nancy Cline, Michael Copeland, John Cordary, Dianne Costa, Hal Cranor, Brian Crooks, Mike Curtis, Inga Dedow, Brian Dell, David Dryden, Chris Dyser, Chad Edwards, Sal Espino, Brittney Farr, Brian Flood, Ann Foss, Sean Fox, Maribel Gallardo, Ryan Garcia, Matt Gauntt, Bob Golden, Barry Gordon, Jena Hanson, Jeff Hathcock, Victor Henderson, Matthew Holzapfel, Terry Hughes, Amy Johnson, Tom Johnson, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Chris Klaus, Paul Knippel, Stephen Knobbe, J.J. Koch, Tom Krampitz, Dan Lamers, April Leger, Eron Linn, Ramiro Lopez, Paul Luedtke, Stanford Lynch, Barbara Maley, Rich Matyiku, Curtistene McCowan, Steve McCullough, Jeni McGarry, Keith Melton, Craig Miser, Jim Moffitt, Michael Morris, Elizabeth Mow, Jeff Neal, Mark Nelson, Paul Paine, James Paris, Johan Petterson, John Polster, Daniel Poole, Greg Porter, James Powell, Vercie Pruitt-Jenkins, Andrei Radu, Michelle Raglon, Chris Reed, Tito Rodriguez, Michael Rogers, John Romberger, Kyle Roy, Lisa Sack, Steve Salin, Devin Sanders, Lori Shelton, Lissa Shepard, Walter Shumac III, Shaina Singleton, Randy Skinner, Chelsey Smith, Paul Stevens, Shannon Stevenson, Vic Suhm, Gary Thomas, Jonathan Toffer, Joe Trammel, Lauren Trimble, Dan Vedral, Mitzi Ward, Karla Weaver, Amanda Wilson, Brian Wilson, Ed Wueste, Jing Xu, and Kate Zielke.

1. **Approval of January 10, 2019, Minutes:** Michael Morris referenced the bolded portion of the meeting minutes for Agenda Item 5 of the January 10, 2019, Regional Transportation Council meeting. He noted that during the January meeting, the incorrect balance of Regional Toll Revenue (RTR) was provided. Bolded text indicates the correction that “depending on project closeouts, the balance could be between \$300,000 and \$800,000 for the RTR funds set aside for transit. The minutes of the January 10, 2019, meeting were approved as submitted in Reference Item 1. Jim Griffin (M); Theresa Daniel (S). The motion passed unanimously.
2. **Consent Agenda:** The following item was included on the Consent Agenda.
 - 2.1. **FY2018 and FY2019 Unified Planning Work Program:** Regional Transportation Council approval of modifications to the FY2018 and FY2019 Unified Planning Work Program was requested, as well as direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents,

as appropriate, to reflect the approved modifications. The proposed amendments were provided in Electronic Item 2.1.1, and additional information was provided in Electronic Item 2.1.2.

A motion was made to approve the item on the Consent Agenda. Theresa Daniel (M); Kathryn Wilemon (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris discussed the results of the recent cash flow stress test due to the partial federal government closure. He noted that the financial revolver created in the event that surface transportation reauthorization was ever delayed was used to pay invoices until federal reimbursements were received. In addition, he noted that the Irving Transportation Summit will be held in September and that the September 12 Regional Transportation Council (RTC) meeting will potentially be integrated into the Summit. Related to US 75 Technology Lanes, a copy of the Federal Highway Administration's response to the proposed options for implementation of the project was distributed at the meeting in Reference Item 3.11. He noted that Collin County is working with the new congressional delegation from the area, State legislators, and local governments along the corridor to reach consensus. North Central Texas Council of Governments staff has been invited by the Texas Department of Transportation to participate on a conference call with the new congressional representatives on the history of the project and potential options. Staff will continue to provide updates to members as staff works to gain consensus on the corridor. Mr. Morris congratulated Pete Kamp and Marcus Knight on their appointments to the North Texas Tollway Authority Board of Directors. Information on the Regional Energy Survey was provided in Electronic Item 3.1, air quality funding opportunities for vehicles were provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle, and Dallas-Fort Worth Clean Cities events were provided at www.dfwcleancities.org/dfw-clean-cities-meetings. Details on the Dallas-Fort Worth Clean Cities annual survey were provided at www.dfwcleancities.org/annualreport. A flier announcing the launch of the Celebrating Leadership in Development Excellence Award applications was provided in Electronic Item 3.2. Electronic Item 3.3 includes the latest east/west equity report, and the latest high-occupancy vehicle subsidy report was provided in Electronic Item 3.4. January online comment opportunity minutes were provided in Electronic Item 3.5. Electronic Item 3.6 contained a copy of the February public meeting notice. The Public Comments Report was provided in Electronic Item 3.7, recent correspondence in Electronic Item 3.8, recent news articles in Electronic Item 3.9, and recent press releases in Electronic Item 3.10. Transportation partner progress reports were distributed at the meeting.
4. **Performance Measures Setting: Roadway Safety and Transit Asset Management Targets for 2019-2022:** Sonya Landrum presented proposed 2018-2022 performance targets for Roadway Safety. In December 2017, the Regional Transportation Council (RTC) approved the 2018 performance measure targets for Roadway Safety and Transit Asset Management. At that time, a regional safety position was established stating that even one death on the transportation system is unacceptable. Regional performance-based planning efforts were highlighted, which are incorporated into the daily planning process and that assist staff with project selection and funding recommendations. The Texas Department of Transportation's (TxDOT) 2018 and 2019 performance targets, along with target projections for the Dallas-Fort Worth region, were also highlighted. Information presented showed the proposed target reduction schedule through the year 2022, which will result in a 2 percent reduction in the total number of fatalities, fatality rate, total number of serious injuries, serious injury rate, and the total number of bike and pedestrian fatalities and serious injuries

combined covering all roadway types. She noted that as part of the requested action, staff recommended adoption of RTC Resolution R19-01, provided in Reference Item 4.1, that states RTC support of 2018-2022 safety performance targets as adopted by TxDOT and affirms the regional safety position that even one death is unacceptable.

Shannon Stevenson presented an overview of the recommendations for Transit Asset Management regional targets. Transit Asset Management helps prioritize funding based on the condition of transit assets to achieve or maintain transit networks in a state of good repair. Performance targets adopted in 2017 were highlighted, and Ms. Stevenson noted that staff proposed to approve the same targets for 2019-2022. The RTC's primary emphasis area is rolling stock (transit vehicles) and secondary is infrastructure (rail track). For all categories (rolling stock, infrastructure, equipment, and facilities), targets were adopted as zero for each of the metrics meaning that no assets have exceeded their useful life. Fiscal Year (FY) 2017 rolling stock performance compared to the FY2018 targets were highlighted. She noted that the 2017 performance measures were developed using National Transit Database data, and that 2018 data is not yet available. The performance of infrastructure, equipment, and facilities will be available starting in 2018 when reporting on the condition of those transit asset categories became mandatory. The commuter rail passenger coach percentage is elevated because it includes several assets that were rebuilt near the end of their useful life. Ms. Stevenson noted that staff will be working with transit agencies to ensure there are consistent definitions and a better understanding on how each category is being defined, which is anticipated to decrease the percentages. Staff will also continue to coordinate with transit providers to develop consistent transit asset management definitions and targets and possibly adopt enhanced performance measures. In addition, staff will also observe the data and adjust actions based on that performance. She noted that Reference Item 4.2 includes an RTC resolution reaffirming Transit Asset Management regional targets and supporting targets for 2019-2022. Additional information was provided in Electronic Item 4.3. An overview of the requested action was provided. A motion was made to reaffirm support for TxDOT's Safety performance targets for 2018, approve the TxDOT targets for 2019-2022, and reaffirm the regional safety position that even one death is unacceptable as documented in Reference Item 4.1. Action also include approval to reaffirm Transit Asset Management regional targets for 2018 and to adopt the 2019-2022 Transit Asset Management targets to be the same as the 2018 targets as documented in Reference Item 4.2. Clay Lewis Jenkins (M); Jungus Jordan (S). The motion passed unanimously.

5. **2019 Infrastructure for Rebuilding America Discretionary Grant Program:** Jeff Neal provided an overview of staff recommendations for applications to the 2019 Infrastructure for Rebuilding America (INFRA) Discretionary Grant program authorized under the Fixing America's Surface Transportation Act. Approximately \$855 million-\$902.5 million in Fiscal Year (FY) 2019 is available nationwide. A copy of the Notice of Funding Opportunity was provided in Electronic Item 5.1. Key program objectives and eligible applicants/projects were highlighted, as well as project merit criteria. The regional project selection methodology was also highlighted and includes consideration of projects in the east and west subregions, project readiness and prioritization, partnership opportunities, feedback from recent discretionary grant project submittals, locations with potential to maximize nonfederal revenue leverage, projects with exposed corridor segments or advance phasing options, and projects with significant economic development opportunities. Mr. Neal noted that members were provided with supplement information by email that included detail of proposed projects. A copy of the material was also distributed at the meeting in Reference Item 5.3. Three project applications were proposed for the INFRA grant program. The first

project is the North Texas Multimodal Operations Velocity Efficiency and Safety (MOVES) Program. The seven proposed project locations will help to improve efficiency, provide additional capacity through double tracking and additional siding, improve design speed, and include advanced design and engineering for future phases. He added that this program includes Clear Path technology that coordinates train operations and scheduling to identify opportunities to improve overall system operations throughout the rail network. The second proposed project is the IH 30 Lake Ray Hubbard Bridge in Rockwall County. Tying into a current project to add frontage roads in far eastern Dallas County between Bass Pro Drive to Dalrock Road, this project will extend frontage roads from Dalrock Road to Horizon Road allowing completion of the full four-mile lake crossing. This will allow for important redundant capacity when there are incidents on the main lanes, will include bicycle/pedestrian elements consistent with Mobility 2045, and will also set the stage for future added general-purpose lanes across the bridge. The third project addresses performance measures for bridges in poor condition on the National Highway System (NHS) to expedite the accomplishment of bridge goals. The North Texas Partnership Towards NHS Bridge Performance Goals project would use awarded INFRA funds and existing allocated funds to improve bridges in the most deficient conditions, as well as improve the overall state of good repair. Projects include seven in the Texas Department of Transportation (TxDOT) Dallas District, three projects in the TxDOT Paris District, and four in the TxDOT Fort Worth District for approximately \$190 million in system improvements. The timeline for the INFRA grant effort was reviewed. Mr. Neal noted that applications are due on March 4, 2019, and that the North Central Texas Council of Governments is seeking letters of support.

Michael Morris discussed staff's strategy for the selection of projects to be included in each of the three applications. Rickey D. Callahan asked for an explanation of the project numbers used for the rail projects. Jeff Hathcock noted that the numbers represent the project locations: 1) double tracking and adding additional sidings at Hebron in Irving, 2) adding additional siding and replacing the Elm Fork bridge at Gribble in Irving, 3) the Irving wye double tracking and geometry updates, 4) a continuation of the Irving wye geometry updates with double tracking, 5) design for the Stemmons Freeway Bridge replacement, 6) Stemmons Freeway to Medical Market Center double tracking along with Knights Branch Bridge/Inwood Bridge/and Obsession Bridge replacements, and 7) design for the double tracking at North Junction to Union Station. Clay Lewis Jenkins asked what staff has done to reach out to the councilmembers in Dallas and Irving who represent the project location areas to determine project concurrence. Mr. Hathcock noted that staff has been in constant contact with Dallas Area Rapid Transit and the Trinity Railway Express and noted that these improvements have been planned for some time. Mr. Jenkins clarified that he was asking about confirmation with the local elected officials representing the communities directly impacted. Lee M. Kleinman reemphasized that there would be no freight on the Cotton Belt corridor. In addition, he noted that he did not see how the proposed projects were helping congestion levels in the core areas such as high-density areas of Dallas and added that he would like to see if there are some opportunities to address those areas. Jungus Jordan asked for details on the Clear Path technology. Mr. Morris noted that Clear Path technology is an application that helps railroads plan the movement of trains in Chicago. The technology is independent of dispatch and Positive Train Control. Sandy Greyson agreed that communication with impacted local elected officials is beneficial and that some Dallas councilmembers were surprised to see the proposed projects. A motion was made to approve projects proposed for submittal by the North Central Texas Council of Governments to the 2019 Infrastructure for Rebuilding America Discretionary Grant program: 1) North Texas Multimodal Operations, Velocity, Efficiency and Safety Program; 2) IH 30 Rockwall County Lake Ray Hubbard Bridge; and

3) North Texas Partnership Toward Accomplishment of National Highway System Bridge Performance Goals. Approval is contingent on staff confirmation that directly impacted city councilmembers and city managers' offices for the seven rail projects concur with the proposed projects. Staff will report the disposition of the projects at the March 14, 2019, Regional Transportation Council meeting. Action also included approval to direct staff to administratively amend the Transportation Improvement Program, Statewide Transportation Improvement Program, and other planning/administrative documents to include the INFRA projects if selected. Clay Lewis Jenkins (M); Sandy Greyson (S). The motion passed unanimously.

6. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative actions. Related to the recent partial federal government shutdown, a continuing resolution was passed that extends Fiscal Year (FY) 2018 funding levels through February 15, 2019. The text of a compromise bill was released on February 13, 2019, that keeps spending levels nearly the same and a vote by both chambers is expected by the end of the day. She noted that the White House has yet to confirm if the President will sign the bill. In addition, Congress has held two committee hearings related to transportation. First, the House Transportation and Infrastructure Committee met on February 6, 2019, and heard testimony on the importance of transportation revenue increases. Many committee members showed general support for a gas tax increase. A vehicle miles traveled (VMT) fee was also discussed and it was noted that support for a VMT fee must also come with support for electric vehicle charging infrastructure. The Senate Commerce, Science, and Transportation Committee met on February 13, 2019. All witnesses supported a gas tax increase or VMT user fee. However, not all members on the Senate were supportive. Some had concerns that a gas tax is regressive and that it was being used for non-interstate or bicycle/pedestrian projects. Senators supported safety for roads, bridges, and maintenance of those projects. She also noted that the Congressional Budget Office released its annual Budget and Economic Outlook in January that shows a 10-year projection of gas tax revenues. While there is still a decline, it is expected to slightly slow compared to last year's report due to the pending repeal of Obama CAFÉ standards. Ms. Hernandez also provided an update on State legislative actions. Since the last Regional Transportation Council (RTC) meeting, the House and Senate released their versions of the 2-year statewide budget; HB1 and SB1. The two budgets are about \$4 billion apart, with most differences seen in education funding. Regarding transportation, Texas Department of Transportation funding for each bill is similar and includes funding for Proposition 1 and Proposition 7. Related to air quality programs included in the RTC Legislative Program, both sides agree on total funding for the Texas Emissions Reduction Plan (TERP), but funding for the Low Income Repair and Replacement, Assistance Program (LIRAP) and Local Initiative Projects (LIP) of \$96.6 million is only included in HB 1. Ms. Hernandez also highlighted new committee members for both the Senate and House in which most bills of interest to the North Central Texas Council of Governments are heard. Bill topics of interest were also highlighted. She noted that approximately 12 bills related to TERP have been filed. Some extend funding, while other bills propose changes such as opening the program to greater participation or repealing portions of the program. Bills have also been filed that would amend LIRAP and LIP. Draft language has been developed to modernize the LIP program, but a bill has not yet been filed. Related to Comprehensive Development Agreements, three bills have been filed that include projects in various locations. She noted that there have been some bills filed related to removing tolls once projects are paid or holding a vote in an area on whether or not to have tolls. In addition, approximately 15 bills have been filed on high-speed rail that range from amending statute related to conducting surveys or buying land to creating a joint committee in the legislature to evaluate the feasibility of a project. A couple of transportation

revenue bills have been filed that would propose to increase the portion of the motor vehicle sales tax that goes to the State Highway Fund, as well as another that proposes to invest a portion of the rainy day fund. Related to safety, she noted that numerous bills have been filed regarding stricter provisions on the use of cell phones when driving and red-light cameras. Bills have also been filed related to autonomous vehicles and Unmanned Aircraft Systems. Ms. Hernandez noted that some bills have been referred to committee, but that no action or committee hearings have occurred. Staff will continue to provide updates to members throughout the legislative session. No action was requested for this item.

7. **Unmanned Aircraft Systems Safety and Integration Task Force:** Natalie Bettger provided an overview of the North Central Texas Council of Governments (NCTCOG) Unmanned Aircraft Systems (UAS) Safety and Integration Task Force initiated in October 2018. The goal of the task force is to initiate discussions on how to safely and efficiently integrate UAS into the Dallas-Fort Worth airspace and mitigate reckless UAS operations. Members of the task force include airports, military bases, public safety entities, UAS industry representatives, NCTCOG staff from multiple departments, cities, counties, the Texas Department of Transportation, the Federal Aviation Administration, and universities. The structure of the task force is focused on education, legislation, training, airspace integration, and public awareness. In addition, working groups have been established and met in January 2019 to identify and recommend resolutions for issues and challenges. Ms. Bettger noted that the next UAS Safety and Integration Task Force meeting is scheduled for February 18, 2019, and the next working groups meetings are schedule for February 27, 2019. Members interested in joining the task force or working groups were asked to contact staff. In addition, Ms. Bettger noted that NCTCOG is working on a procurement document to identify instructors to help provided training at Know Before you Fly Workshops in order to better educate commercial and recreational UAS users.
8. **Federal-State Partnership for State of Good Repair Program Grant:** Shannon Stevenson presented information on the Federal-State Partnership for State of Good Repair Program funding opportunity. In November 2018, the Federal Railroad Administration (FRA) announced a Notice of Funding Opportunity which was provided in Electronic Item 8.1. Approximately \$272 million is available to reduce the state of good repair backlog and improve intercity passenger rail performance. Four types of projects are eligible: 1) replace existing assets in-kind, 2) replace existing assets with assets that increase capacity or provide a higher level of service, 3) bring existing assets into a state of good repair, and 4) ensure that service can be maintained while existing assets are brought to a state of good repair. Preference will be given to joint applications and applications with 50 percent or greater non-federal match from multiple sources, as well as applications that meeting the key objectives of the United States Department of Transportation. Ms. Stevenson noted that the proposed candidate project is Trinity Railway Express Corridor Improvements. The project includes components related to improvement on railroad assets state of good repair, corridor capacity, system performance, safety, and others. In addition, the project is a shared corridor of intercity passenger and commuter rail. There is also strong regional interest and well-established partnerships through recent or concurrent discretionary grant project submittals that include Dallas Area Rapid Transit, Trinity Metro, BNSF Railway, and Amtrak. Two projects are proposed along the TRE corridor: 1) double tracking from Handley Ederville Road to Precinct Line Road and bridge replacement at Rock Creek, Walkers Creek, and Mesquite Creek and 2) double tracking from Medical Market Center to Stemmons Freeway Bridge and bridge replacement at Obsession, Inwood, and Knights Branch. She noted that the second project is also included in one of the INFRA grant applications presented earlier in the meeting, and both programs allow for dual submission.

The timeline for this effort was reviewed, with letters of support due by March 8, 2019, and applications due March 18, 2019. Staff will request approval of the proposed project at the March 14, 2019, meeting. Additional details were provided in Electronic Item 8.2.

9. **Policy Position on Communication with Tribal Nations:** Jeff Neal provided an overview of the proposed Regional Transportation Council (RTC) policy position to communicate with tribal nations. Even though there are no established tribal lands within the Dallas-Fort Worth region, there was significant tribal nation presence throughout Texas in the past. It is important to ensure that as the region continues to develop and implement transportation projects, the interests of native tribes and others are considered. The draft policy position, included in Electronic Item 9.2, supports goals for communication with tribal nations to facilitate meaningful participation in the transportation planning process and ensure communication and coordination are tailored to meet their needs and interest. Goals of the policy include developing mutual respect, building communication channels, ensuring two-way dialogue, and identifying and engaging early transportation planning opportunities prior to decision making. Various requirements to consult with tribal nations were highlighted, as well as the North Central Texas Council of Governments' role in this effort which includes providing technical assistance to help tribal nations participate more actively in transportation planning, engaging the tribal nations through in person dialogue and written correspondence, and developing a document or plan that provides strategic direction and outlines communication and coordination protocols. Additional efforts include establishing formal agreements for coordination with interested tribal nations and staff training on how to communicate respectfully and effectively. An example was provided in which the Texas Department of Transportation is working with tribes to develop an interpretive panel in Ellis County describing the historical significance in the area. Additional details were provided in Electronic Item 9.1. Mr. Neal noted that action to approve the proposed policy would be requested at the March 14, 2019, meeting. Lee M. Kleinman asked if there were any tribal governments in the Dallas-Fort Worth region. Michael Morris noted that although there are no established nations in the Dallas-Fort Worth area, it remains important to establish a communication policy with tribal nations. Richard Aubin noted that he is an Officer of the Native American Law Section of the State Bar of Texas. He stated that only three federally recognized tribal nations are based in Texas: 1) Tigua, 2) Kickapoo, and 3) Alabama-Coushatta. However, the State of Texas has the fifth largest Native American population of any state. He noted that an established relationship and communication policy with tribal nations is important in order to avoid delay of transportation projects that may have impact to tribal nations' interests.

10. **AirCheckTexas Vehicle Repair and Replacement Program Update:** Chris Klaus provided an update on the AirCheckTexas Vehicle Repair and Replacement Program. The program was established in 2002 to assist low-to-middle income residents repair and replace vehicles that fail inspection or that are ten years old or older. Since that time, the North Central Texas Council of Governments (NCTCOG) has been the regional administrator of the program for residents in nine participating counties. During that time, NCTCOG has processed over 130,000 applications, repaired or replaced over 71,000 vehicles, and assisted in providing incentives in the amount of \$121 million which has accomplished significant emission reduction benefits. Mr. Klaus noted that in the 85th Legislative Session, it was proposed to modernize the program to place more emphasis on the Local Initiative Projects. The appropriations were passed but funding was line-item vetoed by the Governor. In 2017, all participating counties discontinued collection of the \$6 fee from vehicle registrations that funded the program. Since that time, staff has continued to operate on carryover funds that will expire at the end of Fiscal Year 2019. The

last day applications will be accepted for the AirCheckTexas program will be April 8, 2019, and expenses must be incurred by June 28, 2019. Unspent carryover funds, expected to be approximately \$18.3 million, will be returned to the State until the Legislature determines appropriate direction for the dedicated funds. Mr. Klaus noted that the Regional Transportation Council (RTC) Legislative Program for the current session includes support of legislation to reinstate the appropriation of dedicated revenues to the Low Income Repair and Replacement, Assistance Program (LIRAP) and Local Initiative Projects (LIP) through a restructured and modernized program focused on transportation and air quality improvements. Staff has testified requesting support for HB 1, which includes approximately \$89 million for LIRAP/LIP. In addition, the RTC Legislative Program includes support to appropriate the LIRAP and LIP residual balances of previously collected funds to the counties, which currently totals approximately \$140 million. Mr. Klaus highlighted proposed language for the bill to modernize and increase flexibility in LIP, as well as provided an overview of current LIP efforts that include emissions enforcement, clean vehicle incentives, transportation system improvements, and other air quality programs. Rickey D. Callahan asked for more information on the legislative efforts, such as the bill number. Mr. Morris noted that staff will provide the information to Mr. Callahan through the weekly legislative updates provided to members.

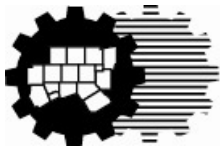
11. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 11.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 11.2, and the current Local Motion in Electronic Item 11.3.
12. **Other Business (Old or New):** There was no discussion on this item.
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, March 14, 2019, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 2:40 pm.

Clean Fleets North Texas 2018 Call for Projects Funding Recommendations

**Regional Transportation Council
March 14, 2019**

**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**	+\$112,062
Call For Projects Funds Available	\$2,112,095
Previously Approved Awards***	-\$1,661,468
Balance of Funds Currently Available	\$450,627

**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.*

****City of Richland Hills withdrew their project and the City of Mineral Wells withdrew their second project.*

Project Eligibility

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

Eligible Activities	Funding Threshold
<p><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)</p>	<p>45% Cost if New is Electric</p> <p>35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO_x Standards (Both Natural Gas and Propane Engines Currently Available)</p>
<p><u>Replace Non-Road Diesel Equipment*</u> Must Operate >500 Hours/Year; Eligible Model Years Vary</p>	<p>25% Cost for All Others</p>

**All Old Vehicles/Equipment Must be Scrapped*

CARB = California Air Resources Board

GVWR = Gross Vehicle Weight Rating

Summary of Applications

Refer to Electronic Item 2.1.2 for More Details

Previously Approved	
Number of Applicants (All Public Sector)	8
Number of Activities	25
Funding Approved	\$1,661,468
Balance of Funds Currently Available	\$450,627
New Recommendations	
Number of Applicants (Public Sector)	2
Number of Activities	2
Funding Requested	\$327,900
Balance Remaining*	\$122,727

*** Balance Remaining will be Combined With Most Recent EPA Award in a new Call for Projects**

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

TERP Light-Duty Motor Vehicle Purchase or Lease Incentive

Light-Duty Electric, Propane, or Natural Gas Vehicles

\$2,500 Rebate for Electric and Plug-In Hybrids, \$5,000 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

**\$182,788 to the Town of Prosper to
Replace 1 Fire Truck**

**\$145,112 to the Town of Pantego to
Replace 1 Fire Truck**

For More Information

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Clean Fleets North Texas 2018 Call For Projects Funding

Balance Available **\$ 450,627 \$ - \$ 450,627**

Projects Recommended for Funding, Pending Approval

Rank	Interim Application Deadline	RTC Approval Date	Applicant	Activity	Old Vehicle Information						New Vehicle Information				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	Annual Fuel Usage	Annual Mileage	Annual Idling Hours	Model Year	Engine Fuel	Diesel Fuel Reduced (gallons)	Total Cost	Eligible Funding Level	EPA	SEP**							Total	Local Match						
1	12/28/2018	Pending	Town of Prosper	1	Onroad	Fire Truck	2003	ULSD	900	9,000	1000	2019	ULSD	450	\$731,151	25%	\$ 182,788	\$ -	\$ 182,788	\$ 548,363	0.64	\$284,451	0.09	0.10	0.33	30.38						
2	1/25/2019	Pending	Town of Pantego	1	Onroad	Fire Truck	1997	ULSD	2,024	7,200	750	2019	ULSD	200	\$580,447	25%	\$ 145,112	\$ -	\$ 145,112	\$ 435,335	1.30	\$111,865	0.09	0.11	0.38	13.50						
Subtotal of New Project Approvals Requested																																
															\$1,311,598	\$ 327,900	\$ -	\$ 327,900	\$ 983,698	1.94	\$169,038	0.18	0.21	0.71	43.88							

Balance Remaining for Future Awards if Recommendations Approved **\$ 122,727 \$ - \$ 122,727**

Projects Previously Approved

Rank	Interim Application Deadline	RTC Approval Date	Applicant	Activity	Old Vehicle Information						New Vehicle Information				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	Annual Fuel Usage	Annual Mileage	Annual Idling Hours	Model Year	Engine Fuel	Diesel Fuel Reduced (gallons)	Total Cost	Eligible Funding Level	EPA	SEP**							Total	Local Match
Projects Approved on January 24, 2019																										
1	10/26/2018	1/24/2019	City of Benbrook	1	Onroad	Fire Truck	1996	ULSD	1,500	3,650	800	2019	ULSD	250	\$700,000	25%	\$ 175,000	\$ -	\$ 175,000	\$ 525,000	1.03	\$169,672	0.07	0.10	0.10	16.88
Subtotal															\$700,000	\$ 175,000	\$ -	\$ 175,000	\$ 525,000	1.03	\$169,672	0.07	0.10	0.10	16.88	
Projects Approved on November 8, 2018																										
1	9/28/2018	11/8/2018	City of Richland Hills***	1	Onroad	Fire Truck	2000	ULSD	2,000	8,000	800	2019	ULSD	1,000	\$550,000	25%	\$ -	\$ -	\$ -	\$ -	1.30	\$0	0.09	0.12	0.42	67.50
Subtotal															\$0	\$ -	\$ -	\$ -	\$ -	0.00	\$0	0.00	0.00	0.00	0.00	
Projects Approved on October 11, 2018																										
1	8/31/2018	10/11/2018	City of North Richland Hills	1	Onroad	Fire Truck	1997	ULSD	1,429	10,000	30	2019	ULSD	600	\$1,200,000	25%	\$ 300,000	\$ -	\$ 300,000	\$ 900,000	0.90	\$332,889	0.05	0.05	0.30	40.50
Subtotal															\$1,200,000	\$ 300,000	\$ -	\$ 300,000	\$ 900,000	0.90	\$332,889	0.05	0.05	0.30	40.50	
Projects Approved on September 13, 2018																										
1	7/27/2018	9/13/2018	Denton ISD	1	Onroad	School Bus	2002	ULSD	550	10,000	N/A	2019	ULSD	2,000	\$106,691	25%	\$ -	\$ 26,673	\$ 26,673	\$ 80,018	0.51	\$52,177	0.04	0.11	0.24	135.00
2	7/27/2018	9/13/2018	Denton ISD	2	Onroad	School Bus	2002	ULSD	550	10,000	N/A	2019	ULSD	2,000	\$106,691	25%	\$ 11,304	\$ 15,369	\$ 26,673	\$ 80,018	0.51	\$52,177	0.04	0.11	0.24	135.00
Subtotal															\$213,382	\$ 11,304	\$ 42,042	\$ 53,346	\$ 160,037	1.02	\$52,177	0.08	0.21	0.48	270.00	
Projects Approved on August 9, 2018																										
1	6/29/2018	8/9/2018	City of Mineral Wells***	1	Nonroad	Rubber-Tire Loader	1999	ULSD	550	N/A	N/A	2018	ULSD	0	\$206,220	25%	\$ -	\$ -	\$ -	\$ -	1.02	\$0	0.08	0.04	0.27	0.00
Subtotal															\$0	\$ -	\$ -	\$ -	\$ -	1.02	\$0	0.08	0.04	0.27	0.00	
Projects Approved on June 14, 2018																										
1	4/27/2018	6/14/2018	Garner ISD	2	Onroad	School Bus	2002	ULSD	1,227	11,771	1396	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	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	1,463	2,500	1040	2018	ULSD	0	\$92,000	25%	\$ 23,000	\$ -	\$ 23,000	\$ 69,000	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	1,154	8,302	1156	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	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	4,986	25,419	500	2018	CNG	4,986	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	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	3,102	19,312	600	2018	CNG	3,102	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	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	3,085	18,245	500	2018	CNG	3,085	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	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	2,659	15,270	600	2018	CNG	2,659	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	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	2,456	12,675	600	2018	CNG	2,456	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	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	370	3,137	107	2017	ULSD	0	\$93,361	25%	\$ -	\$ 23,340	\$ 23,340	\$ 70,021	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	1,781	10,102	600	2018	CNG	1,781	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	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	1,251	4,661	894	2019	ULSD	0	\$155,000	25%	\$ 38,750	\$ -	\$ 38,750	\$ 116,250	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	1,527	7,092	500	2018	CNG	1,527	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	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	455	1,517	411	2019	ULSD	0	\$190,000	25%	\$ 47,500	\$ -	\$ 47,500	\$ 142,500	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	998	4,261	600	2018	CNG	998	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	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	1,189	5,677	500	2018	CNG	1,189	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	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	1,337	6,529	400	2018	CNG	1,337	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	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	879	4,544	500	2018	CNG	879	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	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	1,249	5,952	400	2018	CNG	1,249	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	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	600	1,932	600	2018	CNG	600	\$159,230	35%	\$ 55,731	\$ -	\$ 55,731	\$ 103,500	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	1,498	5,034	715	2019	ULSD	0	\$290,000	25%	\$ 72,500	\$ -	\$ 72,500	\$ 217,500	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	500	2,000	200	2018	ULSD	0	\$627,421	25%	\$ 156,855	\$ -	\$ 156,855	\$ 470,566	0.32	\$483,226	0.02	0.03	0.10	0.00
Subtotal															\$3,704,494	\$ 1,063,102	\$ 70,020	\$ 1,133,123	\$ 2,571,372	15.08	\$75,338	1.44	3.35	6.80	1,744.74	
Total Projects Previously Approved															\$5,817,876	\$ 1,549,406	\$ 112,062	\$ 1,661,468	\$ 4,156,408	19.06	\$87,186	1.73	3.75	7.95	2,072.12	

Total Funds Available		Funds Awarded		Balance Available Pending Approval	
EPA	\$ 2,000,033	\$ 1,877,306	\$ 122,727		
SEP**	\$ 112,062	\$ 112,062			
Total	\$ 2,112,095	\$ 1,989,368	\$ 122,727		

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)

**Any additional funds received from the Texas Commission on Environmental Quality Supplemental Environmental Project while this CFP is open will be added to this initiative to fund school bus projects and will offset EPA funds.

***The City of Richardson withdrew their project and the City of Mineral Wells withdrew their second project.

Policy Position on Communication with Tribal Nations

Regional Transportation Council
Action Item
March 14, 2019

Jeff Neal



North Central Texas
Council of Governments

DRAFT POLICY POSITION P19-01

Facilitate tribal nations' meaningful participation in the transportation planning process by recognizing tribal nations' interests and rights and by ensuring communication and coordination are tailored to meet their needs and interests.

This can be accomplished through collaboration with tribal nation governments; with tribal nation citizens who are residents of North Central Texas; and with tribal nations' permission, between tribal nations and transportation partners.

Utilize appropriate federal and state protocols, maximizing effective and efficient communications with tribal nations.

GOALS FOR COMMUNICATION

Developing mutual respect

Building communication channels

Ensuring two-way dialogue

Identifying and engaging early transportation planning opportunities prior to decision making

AUTHORITY FOR FEDERAL AGENCIES

US Constitution, Article I Section 8 “Commerce Clause”

Legal obligation for federal agencies to engage in government-to-government consultation with tribes

Tribal nations are sovereign nations

National Historic Preservation Act

Consultation related to areas of religious and cultural significance, historic properties

National Environmental Policy Act

Consultation related to social or cultural relationship to physical environment

For additional authorities

[Tribal Consultation Best Practices in Historic Preservation](#)

MPO ROLE

Providing technical assistance that helps tribal nation governments participate more actively in transportation planning.

Engaging tribal nations through in-person dialogue and written correspondence.

Developing a strategic direction document or plan outlining communication and coordination protocols with the input and collaboration of tribal nations.

Establishing formal agreements for coordination with interested tribal nations.

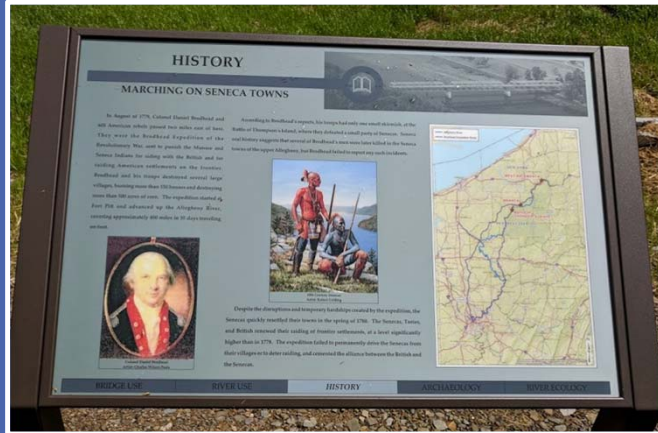
Developing and delivering internal staff training on how to communicate respectfully and effectively with tribal nation governments.

PROJECT EXAMPLES

Hunter's Station Bridge in Forest County, Pennsylvania



Federal Highway Administration



Federal Highway Administration

Nationally and locally, transportation projects have sought and incorporated tribal nations' input. Texas Department of Transportation is working with tribes to develop an interpretive panel about tribal history and current tribal presence as part of mitigation for a new bridge over Waxahachie Creek in Ellis County.

ACTION REQUESTED

RTC Adoption of Draft Policy Position P19-01, Policy Position to Support Communication with Tribal Nations

CONTACT INFORMATION

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DRAFT

Policy Position to Support Communication with Tribal Nations
(P19-01)

Facilitate tribal nations' meaningful participation in the transportation planning process by recognizing tribal nations' interests and rights and by ensuring communication and coordination are tailored to meet their needs and interests.

This can be accomplished through collaboration with tribal nation governments; with tribal nation citizens who are residents of North Central Texas; and with tribal nations' permission, between tribal nations and transportation partners.

Utilize appropriate federal and state protocols, maximizing effective and efficient communications with tribal nations.

document provides the public notice that on November 2, 2018, the Regional Transportation District (RTD) and the City of Aurora, Colorado, petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 222. FRA assigned the petition Docket Number FRA–2018–0098.

Specifically, petitioners seek a waiver from the provisions of 49 CFR 222.35(b)(1) to establish a new quiet zone consisting of two public highway-rail grade crossings with active grade crossing warning devices comprising both flashing lights and gates that are not equipped with constant warning time devices. The crossing warning devices on the proposed “East Rail Line-Aurora Quiet Zone” on the RTD A-Line are primarily activated by a wireless crossing activation system (WCAS) using “GPS-determined train speed and location to predict how many seconds a train is from the crossing.” Petitioners assert that this information is communicated wirelessly to the crossing warning devices and seeks to provide constant warning times. Additionally, this system is supplemented by a conventional track warning system in case the WCAS is unavailable.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov and in person at the U.S. Department of Transportation’s (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE, W12–140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested parties desire an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- *Website:* <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- *Fax:* 202–493–2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200

New Jersey Avenue SE, W12–140, Washington, DC 20590.

- *Hand Delivery:* 1200 New Jersey Avenue SE, Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by December 31, 2018 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacyNotice> for the privacy notice of www.regulations.gov.

Robert C. Lauby,
Associate Administrator for Railroad Safety,
Chief Safety Officer.

[FR Doc. 2018–25043 Filed 11–15–18; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Funding Opportunity for the Federal-State Partnership for State of Good Repair Program

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Funding Opportunity (NOFO or notice).

SUMMARY: This notice details the application requirements and procedures to obtain grant¹ funding for eligible projects under the Federal-State Partnership for State of Good Repair Program (Partnership Program) made available by the Consolidated Appropriations Act, 2017, Public Law 115–31, Div. K, Tit. I (2017 Appropriations Act) and the Consolidated Appropriations Act, 2018,

¹ The term “grant” is used throughout this document and is intended to reference funding awarded through a grant agreement, as well as funding awarded to recipients through a cooperative agreement.

Div. L, Tit. I, Public Law 115–141 (2018 Appropriations Act; collectively the Appropriations Acts). The opportunity described in this notice is made available under Catalog of Federal Domestic Assistance (CFDA) number 20.326, “Federal-State Partnership for State of Good Repair.”

DATES: Applications for funding under this solicitation are due no later than 5 p.m. EDT, March 18, 2019. Applications for funding or supplemental material in support of an application received after 5 p.m. EDT, on March 18, 2019 will not be considered for funding. Incomplete applications for funding will not be considered for funding. See Section D of this notice for additional information on the application process.

ADDRESSES: Applications must be submitted via www.Grants.gov. Only applicants who comply with all submission requirements described in this notice and submit applications through www.Grants.gov will be eligible for award. For any supporting application materials that an applicant is unable to submit via www.Grants.gov (such as oversized engineering drawings), an applicant may submit an original and two (2) copies to Amy Houser, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W36–412, Washington, DC 20590. However, due to delays caused by enhanced screening of mail delivered via the U.S. Postal Service, applicants are advised to use other means of conveyance (such as courier service) to assure timely receipt of materials before the application deadline.

FOR FURTHER INFORMATION CONTACT: For further information regarding project-related information in this notice, please contact Bryan Rodda, Office of Policy and Planning, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W38–203, Washington, DC 20590; email: Bryan.Rodda@dot.gov; phone: 202–493–0443. Grant application submission and processing questions should be addressed to Amy Houser, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W36–412, Washington, DC 20590; email: amy.houser@dot.gov; phone: 202–493–0303.

SUPPLEMENTARY INFORMATION:

Notice to applicants: FRA recommends that applicants read this notice in its entirety prior to preparing application materials. A list providing the definitions of key terms used throughout the NOFO are listed under

the Program Description in Section A(2). These key terms are capitalized throughout the NOFO. There are several administrative and eligibility requirements described herein that applicants must comply with to submit an application. Additionally, applicants should note that the required Project Narrative component of the application package may not exceed 25 pages in length.

Table of Contents

- A. Program Description
- B. Federal Award Information
- C. Eligibility Information
- D. Application and Submission Information
- E. Application Review Information
- F. Federal Award Administration Information
- G. Federal Awarding Agency Contacts

A. Program Description

1. Overview

The purpose of this notice is to solicit applications for grants for capital projects within the United States to repair, replace, or rehabilitate Qualified Railroad Assets to reduce the state of good repair backlog and improve Intercity Passenger Rail performance under the Partnership Program. The Partnership Program provides a Federal funding opportunity to leverage private, state, and local investments to significantly improve American rail infrastructure. The Partnership Program is authorized in Sections 11103 and 11302 of the Passenger Rail Reform and Investment Act of 2015 (Title XI of the Fixing America's Surface Transportation (FAST) Act, Public Law 114-94 (2015)) and is funded by the Appropriations Acts.

The Department recognizes the importance of applying life cycle asset management principles throughout America's infrastructure. It is important for rail infrastructure owners and operators, as well as those who may apply on their behalf, to plan for the maintenance and replacement of assets and the associated costs. In light of recent fatal passenger rail accidents, the Department particularly recognizes the opportunity to enhance safety in both track and equipment through this grant program.

The Partnership Program is intended to benefit both the Northeast Corridor ("NEC") and the large number of publicly-owned or Amtrak-owned infrastructure, equipment, and facilities located in other areas of the country, including strengthening transportation options for rural American communities. Applicants should note that different requirements apply to NEC and non-NEC Partnership projects,

with certain eligibility requirements applying only to proposed projects located on the Northeast Corridor, as defined in Section A(2)(f) in this notice. These NEC-specific requirements are described in Section C(3)(b). Further, the Partnership Program has different planning and cost-sharing requirements for Qualified Railroad Assets between proposed NEC and non-NEC projects. These differences are described in detail in Section D(2)(a)(v-vi).

2. Definitions of Key Terms

a. "Benefit-Cost Analysis" (or "Cost-Benefit Analysis") is a systematic, data driven, and transparent analysis comparing monetized project benefits and costs, using a no-build baseline and properly discounted present values, including concise documentation of the assumptions and methodology used to produce the analysis, a description of the baseline, data sources used to project outcomes, and values of key input parameters, basis of modeling including spreadsheets, technical memos, etc., and presentation of the calculations in sufficient detail and transparency to allow the analysis to be reproduced and sensitivity of results evaluated by FRA. Please refer to the Benefit-Cost Analysis (BCA) Guidance for Discretionary Grant Programs prior to preparing a BCA at <https://www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance>. In addition, please also refer to the BCA FAQs on FRA's website for some rail-specific examples of how to apply the BCA Guidance for Discretionary Grant Programs to Partnership applications.

b. "Capital Project" is defined to mean a project primarily intended to replace, rehabilitate, or repair major infrastructure assets utilized for providing Intercity Passenger Rail service, including tunnels, bridges, and stations; or a project primarily intended to improve Intercity Passenger Rail performance, including reduced trip times, increased train frequencies, and higher operating speeds consistent with 49 U.S.C. 24911(a)(2).

c. "Commuter Rail Passenger Transportation" means short-haul rail passenger transportation in metropolitan and suburban areas usually having reduced fare, multiple ride, and commuter tickets and morning and evening peak period operations. See 49 U.S.C. 24102(3).

d. "Intercity Rail Passenger Transportation" is defined by 49 U.S.C. 24102(4) to mean rail passenger transportation, except Commuter Rail Passenger Transportation. In this notice, "Intercity Passenger Rail" is an

equivalent term to "Intercity Rail Passenger Transportation."

e. "Major Capital Project" means a Capital Project with a proposed total project cost of \$300 million or more.

f. "Northeast Corridor" ("NEC") means the main rail line between Boston, Massachusetts, and the District of Columbia; the branch rail lines connecting to Harrisburg, Pennsylvania, Springfield, Massachusetts, and Spuyten Duyvil, New York; and facilities and services used to operate and maintain these lines.

g. A "Qualified Railroad Asset" is defined by 49 U.S.C. 24911(a)(5) to mean infrastructure, equipment, or a facility that:

- i. Is owned or controlled by an eligible Partnership Program applicant;
- ii. is contained in the Northeast Corridor Capital Investment Plan prepared under 49 U.S.C. 24904, or an equivalent planning document; and for which the Northeast Corridor Commuter and Intercity Rail Cost Allocation Policy developed under 49 U.S.C. 24905, or a similar cost-allocation policy has been developed;
- iii. was not in a State of Good Repair on December 4, 2015 (the date of enactment of the FAST Act).

See Section D(2)(a), Project Narrative, for further details about the Qualified Railroad Asset requirements and application submission instructions related to Qualified Railroad Assets.

h. "State of Good Repair" is defined by 49 U.S.C. 24102(12) to mean a condition in which physical assets, both individually and as a system, are performing at a level at least equal to that called for in their as-built or as-modified design specification during any period when the life cycle cost of maintaining the assets is lower than the cost of replacing them; and sustained through regular maintenance and replacement programs.

B. Federal Award Information

1. Available Award Amount

The total funding available for awards under this NOFO is \$272,250,000 after \$2,750,000 is set aside for FRA award and project management oversight as provided in the Appropriations Acts.

2. Award Size

While there are no predetermined minimum or maximum dollar thresholds for awards, FRA anticipates making multiple awards with the available funding. FRA encourages applicants to propose projects or components of projects that can be completed and implemented with the level of funding available. Projects may

require more funding than is available. In these cases, applicants must identify and apply for specific project components that have operational independence and can be completed with the level of funding available. (See Section C(3)(c) for more information.)

Applicants proposing a Major Capital Project are encouraged to identify and describe phases or elements that could be candidates for subsequent Partnership Program funding, if such funding becomes available. Applications for a Major Capital Project that would seek future funds beyond fiscal year 2017 and 2018 funding made available in this notice should indicate anticipated annual Federal funding requests from this program for the expected duration of the project. FRA may issue Letters of Intent to Partnership Program grantees proposing Major Capital Projects under 49 U.S.C. 24911(g); such Letters of Intent would serve to announce the FRA's intention to obligate an amount from future available budget authority toward a grantee's future project phases or elements. A Letter of Intent is not an obligation of the Federal government and is subject to the availability of appropriations for Partnership Program grants and subject to Federal laws in force or enacted after the date of the Letter of Intent.

3. Award Type

FRA will make awards for projects selected under this notice through grant agreements and/or cooperative agreements. Grant agreements are used when FRA does not expect to have substantial Federal involvement in carrying out the funded activity. Cooperative agreements allow for substantial Federal involvement in carrying out the agreed upon investment, including technical assistance, review of interim work products, and increased program oversight under 2 CFR 200.24. The funding provided under these cooperative agreements will be made available to grantees on a reimbursable basis. Applicants must certify that their expenditures are allowable, allocable, reasonable, and necessary to the approved project before seeking reimbursement from FRA. Additionally, the grantee must expend matching funds at the required percentage alongside Federal funds throughout the life of the project.

4. Concurrent Applications

As DOT and FRA may be concurrently soliciting applications for transportation infrastructure projects for several financial assistance programs,

applicants may submit applications requesting funding for a particular project to one or more of these programs. In the application for Partnership Program funding, applicants must indicate the other programs to which they submitted or plan to submit an application for funding the entire project or certain project components, as well as highlight new or revised information in the Partnership Program application that differs from the application(s) submitted for other financial assistance programs.

C. Eligibility Information

This section of the notice explains applicant eligibility, cost sharing and matching requirements, project eligibility, and project component operational independence. Applications that do not meet the requirements in this section will be ineligible for funding. Instructions for submitting eligibility information to FRA are detailed in Section D of this NOFO.

1. Eligible Applicants

The following entities are eligible applicants for all project types permitted under this notice:

- (1) A State (including the District of Columbia);
- (2) a group of States;
- (3) an Interstate Compact;
- (4) a public agency or publicly chartered authority established by one or more States;²
- (5) a political subdivision of a State;
- (6) Amtrak, acting on its own behalf or under a cooperative agreement with one or more States; or
- (7) any combination of the entities described in (1) through (6).

Selection preference will be provided for applications jointly submitted by multiple eligible applicants, as further discussed in Section E(1)(c). Joint applicants must identify an eligible applicant as the lead applicant. The lead applicant serves as the primary point of contact for the application, and if selected, as the recipient of the Partnership Program grant award. Eligible applicants may reference entities that are not eligible applicants (e.g., private sector firms) in an application as a project partner. However, FRA will provide selection preference to joint applications submitted by multiple eligible applicants only.

2. Cost Sharing or Matching

The Federal share of total costs for a project funded under the Partnership

Program shall not exceed 80 percent, though FRA will provide selection preference to applications where the proposed Federal share of total project costs does not exceed 50 percent. The estimated total cost of a project must be based on the best available information, including engineering studies, studies of economic feasibility, environmental analyses, and information on the expected use of equipment and facilities. The minimum 20 percent non-Federal share may be comprised of public sector (e.g., state or local) or private sector funding. However, FRA will not consider any other Federal grants, nor any non-Federal funds already expended (or otherwise encumbered), that do not comply with 2 CFR 200.458 toward the matching requirement.

FRA is limiting the first 20 percent of the non-Federal match to cash contributions only. FRA will not accept "in-kind" contributions for the first 20 percent in matching funds. Eligible in-kind contributions may be accepted for any non-Federal matching beyond the first 20 percent. In-kind contributions including the donation of services, materials, and equipment, may be credited as a project cost, in a uniform manner consistent with 2 CFR 200.306.

FRA strongly encourages applicants to identify and include other state, local, public agency or authority, or private funding or financing to support the proposed project. Non-federal shares consisting of funding from multiple sources to demonstrate broad participation and cost sharing from affected stakeholders, will be given preference. If Amtrak is an applicant, whether acting on its own behalf or as part of a joint application, Amtrak's ticket and other non-Federal revenues generated from its business operations and other sources may be used as matching funds. Applicants must identify the source(s) of their matching and other funds, and must clearly and distinctly reflect these funds as part of the total project cost in the application budget.

FRA may not be able to award grants to all eligible applications, nor even to all applications that meet or exceed the stated evaluation criteria (see Section E, Application Review Information). Before submitting an application, applicants should carefully review the principles for cost sharing or matching in 2 CFR 200.306. FRA will approve pre-award costs consistent with 2 CFR 200.458. See Section D(6). Additionally, in preparing estimates of total project costs, applicants should refer to FRA's cost estimate guidance, "Capital Cost Estimating: Guidance for Project

² See Section D(2)(a)(iv) for supporting documentation required to demonstrate eligibility under this eligibility category.

Sponsors," which is available at: <https://www.fra.dot.gov/Page/P0926>.

3. Other

a. Project Eligibility

Eligible projects within the United States repair, replace, or rehabilitate Qualified Railroad Assets and improve Intercity Passenger Rail performance. Eligible Capital Projects include those that:

- (1) Replace existing assets in-kind;
- (2) Replace existing assets with assets that increase capacity or provide a higher level of service;
- (3) Ensure that service can be maintained while existing assets are brought to a State of Good Repair; and
- (4) Bring existing assets into a State of Good Repair.

Qualified Railroad Assets, as further defined in Section A(2), are owned or controlled by an eligible applicant and may include: infrastructure, including track, ballast, switches and interlockings, bridges, communication and signal systems, power systems, highway-rail grade crossings, and other railroad infrastructure and support systems used in intercity passenger rail service; stations, including station buildings, support systems, signage, and track and platform areas; equipment, including passenger cars, locomotives, and maintenance-of-way equipment; and facilities, including yards and terminal areas and maintenance shops.

Capital Projects, as further defined in Section A(2), may include final design; however, final design costs will only be eligible in conjunction with an award for project construction. Environmental and related clearances, including all work necessary for FRA to approve the project under the National Environmental Policy Act (NEPA) and related statutes and regulations are not eligible for funding under this notice. (See Section D(2)(a)(ix) for additional information.) Eligible projects with completed environmental and engineering documents, and, for projects located on the NEC, where Amtrak and the public authorities providing Commuter Rail Passenger Transportation on the NEC are in compliance with the cost allocation policy required at 49 U.S.C. 24905(c)(2), indicate strong project readiness. This allows FRA to maximize the funds available in this notice (see Section E(1)(c) for more information on Selection Criteria).

b. Additional Eligibility Requirements for Northeast Corridor (NEC) Projects

This sub-section provides additional eligibility requirements for projects

where the proposed project location includes a portion of the NEC (NEC Projects). Applicants proposing non-NEC projects are not subject to the requirements in this sub-section, and may proceed to the next sub-section C(3)(c).

In the Partnership Program, the NEC is defined as the main rail line between Boston, Massachusetts and the District of Columbia, and the branch rail lines connecting to Harrisburg, Pennsylvania, Springfield, Massachusetts, and Spuyten Duyvil, New York.

Passenger railroad owners and operators on the NEC are subject to a cost allocation policy under 49 U.S.C. 24905(c)(2), and, via the NEC Commission, are required to annually adopt a five-year Northeast Corridor Capital Investment Plan for the NEC under 49 U.S.C. 24904(a). When selecting projects on the NEC, FRA will consider the appropriate sequence and phasing of projects as contained in the currently approved Northeast Corridor Capital Investment Plan.

NEC applicants must provide the status of compliance by Amtrak and the public authorities providing Commuter Rail Passenger Transportation at the eligible project location with the cost allocation policy required at 49 U.S.C. 24905(c)(2). FRA may not obligate a grant for a NEC Project unless each of the above service providers at the eligible project location are in compliance with that cost allocation policy. Such providers must maintain compliance with the cost allocation policy for the duration of the project.

c. Project Component Operational Independence

If an applicant requests funding for a project that is a component or set of components of a larger project, the project component(s) must be attainable with the award amount and comply with all eligibility requirements described in Section C.

In addition, the component(s) must be capable of independent analysis and decision making, as determined by FRA, under NEPA (*i.e.*, have independent utility, connect logical termini, and not restrict the consideration of alternatives for other reasonably foreseeable rail projects.) Components must also generate independent utility and will be evaluated as such in the BCA.

D. Application and Submission Information

Required documents for the application are outlined in the following paragraphs. Applicants must complete and submit all components of the application. See Section D(2) for the

application checklist. FRA welcomes the submission of additional relevant supporting documentation, such as planning, engineering and design documentation, and letters of support from partnering organizations that will not count against the Project Narrative page limit.

1. Address To Request Application Package

Applicants must submit all application materials in their entirety through www.Grants.gov no later than 5:00 p.m. EDT, on March 18, 2019. FRA reserves the right to modify this deadline. General information for submitting applications through [Grants.gov](http://www.Grants.gov) can be found at: <https://www.fra.dot.gov/Page/P0270>.

For any supporting application materials that an applicant cannot submit via [Grants.gov](http://www.Grants.gov), such as oversized engineering drawings, an applicant may submit an original and two (2) copies to Amy Houser, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W36-412, Washington, DC 20590. However, due to delays caused by enhanced screening of mail delivered via the U.S. Postal Service, FRA advises applicants to use other means of conveyance (such as courier service) to assure timely receipt of materials before the application deadline. Additionally, if documents can be obtained online, explaining to FRA how to access files on a referenced website may also be sufficient.

2. Content and Form of Application Submission

FRA strongly advises applicants to read this section carefully. Applicants must submit all required information and components of the application package to be considered for funding. Additionally, applicants selected to receive funding must generally satisfy the grant readiness checklist requirements on <https://www.fra.dot.gov/Page/P0268> as a precondition to FRA issuing a grant award, as well as the requirements in 49 U.S.C. 24405 explained in part at <https://www.fra.dot.gov/page/P0185>.

Required documents for an application package are outlined in the checklist below.

- Project Narrative (see D.2.a).
- Statement of Work (see D.2.b.i).
- Benefit-Cost Analysis (see D.2.b.ii).
- Environmental Compliance Documentation (see D.2.b.iii).
- SF424—Application for Federal Assistance.
- SF 424C—Budget Information for Construction, or, for an equipment

procurement project without any construction costs, or SF 424A—Budget Information for Non-Construction.

- SF 424D—Assurances for Construction, or, for an equipment procurement project without any construction costs, or SF 424B—Assurances for Non-Construction.
- FRA’s Additional Assurances and Certifications.

- SF LLL—Disclosure of Lobbying Activities.

a. Project Narrative

This section describes the minimum content required in the Project Narrative of grant applications. The Project Narrative must follow the basic outline below to address the program requirements and assist evaluators in locating relevant information.

I. Cover Page	See D.2.a.i.
II. Project Summary	See D.2.a.ii.
III. Project Funding	See D.2.a.iii.
IV. Applicant Eligibility Criteria.	See D.2.a.iv.
V. Non-NEC Project Eligibility Criteria.	See D.2.a.v.
VI. NEC Project Eligibility Criteria.	See D.2.a.vi.
VII. Detailed Project Description.	See D.2.a.vii.
VIII. Project Location	See D.2.a.viii.
IX. Grade Crossing Information, if applicable.	See D.2.a.ix.
X. Evaluation and Selection Criteria.	See D.2.a.x.
XI. Project Implementation and Management.	See D.2.a.xi.
XII. Environmental Readiness.	See D.2.a.xii.

These requirements must be satisfied through a narrative statement submitted by the applicant. The Project Narrative may not exceed 25 pages in length (excluding cover pages, table of contents, and supporting documentation). FRA will not review or consider for award applications with Project Narratives exceeding the 25-page limitation. If possible, applicants should submit supporting documents via website links rather than hard copies. If supporting documents are submitted, applicants must clearly identify the relevant portion of the supporting document with the page numbers of the cited information in the Project Narrative. The Project Narrative must adhere to the following outline.

i. *Cover Page*: Include a cover page that lists the following elements in either a table or formatted list: project title; location (e.g., city, State, Congressional district); lead applicant organization name; name of any co-applicants; amount of Federal funding requested; and proposed non-Federal match.

ii. *Project Summary*: Provide a brief 4–6 sentence summary of the proposed project and what the project will entail. Include challenges the proposed project aims to address, and summarize the intended outcomes and anticipated benefits that will result from the proposed project.

iii. *Project Funding*: Indicate the amount of Federal funding requested, the proposed non-Federal match, and total project cost. Identify the source(s) of matching and other funds, and clearly and distinctly reflect these funds as part of the total project cost in the application budget. Also, note if the requested Federal funding under this NOFO or other programs must be obligated or spent by a certain date due to dependencies or relationships with other Federal or non-Federal funding sources, related projects, law, or other factors. If applicable, provide the type and estimated value of any proposed in-kind contributions, as well as substantiate how the in-kind contributions meet the requirements in 2 CFR 200.306. For a Major Capital Project that would seek future funds beyond fiscal years 2017 and 2018 funding made available in this notice, provide the anticipated annual Federal funding requests from this grant program for the expected duration of the project. Finally, specify whether Federal funding for the project has previously been sought, and identify the Federal program and fiscal year of the funding request(s), as well as highlight new or revised information in the Partnership Program application that differs from the application(s) to other financial assistance programs.

iv. *Applicant Eligibility Criteria*: Explain how the applicant meets the applicant eligibility criteria outlined in Section C of this notice, including references to creation or enabling legislation for public agencies and publicly chartered authorities established by one or more States. Joint applications must include a description of the roles and responsibilities of each applicant, including budget and sub-recipient information showing how the applicants will share project costs, and must be signed by an authorized representative of each.

v. *Non-NEC Project Eligibility Criteria*: This sub-section provides project eligibility requirements for projects *not* on the NEC. (Applicants proposing NEC Projects may proceed to the next subsection D(2)(a)(vi).) For non-NEC projects, explain how the project meets the project eligibility criteria in Section C of this notice. Describe how the project is a Qualified Railroad Asset under 49 U.S.C. 24911(a)(5), as follows:

(A) To demonstrate ownership or control by the applicant under 49 U.S.C. 24911(a)(5)(A), show either:

(1) The applicant owns or will, at project completion, have ownership of the infrastructure, equipment, or facility improved by the project; or

(2) The applicant controls or will, at project completion, have control over the infrastructure, equipment, or facility improved by the project by agreement with the owner(s). An agreement should specify the extent of the applicant’s management and decision-making authority regarding the infrastructure, equipment, or facility improved by the project. Agreements involving railroad rights-of-way projects should also demonstrate the applicant has dispatching rights for the right-of-way and maintenance-of-way responsibilities.

(B) To demonstrate the planning requirement under 49 U.S.C. 24911(a)(5)(B), show that the project is included in the applicant’s current State Rail Plan(s) and, as applicable, in the current Transportation Improvement Programs (TIP) or Statewide Transportation Improvement Programs (STIP) plan.

(C) To demonstrate the cost-sharing requirement under 49 U.S.C. 24911(a)(5)(B), the applicant must:

(1) Be an operator or contributing funding partner of Intercity Rail Passenger transportation who is subject to the Cost Methodology Policy adopted under Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), Public Law 110–432, Oct. 16, 2008; or

(2) demonstrate the applicant(s) involvement in a similar cost-sharing agreement for the project as described in (1).

(D) To demonstrate the state of good repair requirement under 49 U.S.C. 24911(a)(5)(B):

(1) Describe the condition and performance of the infrastructure, equipment, or facility as of the time of enactment of the FAST Act (Dec. 4, 2015);

(2) indicate how the infrastructure, equipment, or facility’s condition or performance falls short of the definition of “state of good repair” in Section A(2) (49 U.S.C. 24102(12) parts (A) and/or (B)); and

(3) indicate, if known, when the infrastructure, equipment, or facility last received comprehensive repair, replacement, or rehabilitation work similar to the applicant’s proposed scope of work.

vi. *NEC Project Eligibility Criteria*: This sub-section provides project eligibility requirements for NEC

Projects. (Applicants proposing non-NEC projects may proceed to the next sub-section D(2)(a)(vii).) For NEC applicants, explain how the NEC Project meets the project eligibility criteria in Section C(3)(b) of this notice including the requirements in 49 U.S.C. 24911(e). Describe how the NEC Project is a Qualified Railroad Asset under 49 U.S.C. 24911(a)(5), as follows:

(A) To demonstrate ownership or control by the applicant under 49 U.S.C. 24911(a)(5)(A), show either:

(1) The applicant owns or will, at project completion, have ownership of the infrastructure, equipment, or facility improved by the project; or

(2) The applicant controls or will, at project completion, have control over the infrastructure, equipment, or facility improved by the project by agreement with the owner(s). An agreement should specify the extent of the applicant's management and decision-making authority regarding the infrastructure, equipment, or facility improved by the project. Agreements involving railroad rights-of-way projects should also demonstrate the applicant has dispatching rights for the right-of-way and maintenance-of-way responsibilities.

(B) To demonstrate the planning requirement under 49 U.S.C. 24911(a)(5)(B), the NEC applicant must show that the infrastructure, equipment, or facility is included in the current approved Five-Year Capital Investment Plan prepared by the NEC Commission under 49 U.S.C. 24904(a).

(C) To demonstrate the cost-sharing requirement under 49 U.S.C. 24911(a)(5)(B), the infrastructure, equipment, or facility must be subject to the NEC Cost Allocation Policy developed under 49 U.S.C. 24905(c)(2).

(D) To demonstrate the state of good repair requirement under 49 U.S.C. 24911(a)(5)(C), the NEC applicant must:

(1) Describe the condition and performance of the infrastructure, equipment, or facility as of the time of enactment of the FAST Act (Dec. 4, 2015);

(2) indicate how the infrastructure, equipment, or facility's condition or performance falls short of the definition of "state of good repair" in Section A(2) (49 U.S.C. 24102(12) parts (A) and/or (B)); and

(3) indicate, if known, when the infrastructure, equipment, or facility last received comprehensive repair, replacement, or rehabilitation work similar to the applicant's proposed scope of work.

vii. *Detailed Project Description:* Include a detailed project description that expands upon the brief summary

required above. This detailed description must provide, at a minimum: Additional background on the challenges the project aims to address; the expected users and beneficiaries of the project, including all railroad operators; the specific components and elements of the project; and any other information the applicant deems necessary to justify the proposed project. Applicants with Major Capital Projects are encouraged to identify and describe project phases or elements that would be candidates for subsequent Partnership Program funding if such funding becomes available. Include information to demonstrate the project is reasonably expected to begin construction in a timely manner. For all projects, applicants must provide information about proposed performance measures, as described in Section F(3)(c) and required in 2 CFR 200.301.

viii. *Project Location:* Include geospatial data for the project, as well as a map of the project's location. Include the Congressional districts in which the project will take place.

ix. *Grade Crossing Information, if applicable:* For any project that includes grade crossing components, cite specific DOT National Grade Crossing Inventory information, including the railroad that owns the infrastructure (or the crossing owner, if different from the railroad), the primary railroad operator, the DOT crossing inventory number, and the roadway at the crossing. Applicants can search for data to meet this requirement at the following link: <http://safetydata.fra.dot.gov/OfficeofSafety/default.aspx>.

x. *Evaluation and Selection Criteria:* Include a thorough discussion of how the proposed project meets all of the evaluation and selection criteria, as outlined in Section E of this notice. If an application does not sufficiently address the evaluation criteria and the selection criteria, it is unlikely to be a competitive application.

xi. *Project Implementation and Management:* Describe proposed project implementation and project management arrangements. Include descriptions of the expected arrangements for project contracting, contract oversight, change-order management, risk management, and conformance to Federal requirements for project progress reporting. Describe past experience in managing and overseeing similar projects. For Major Capital Projects, explain plans for a rigorous project management and oversight approach.

xii. *Environmental Readiness:* If the NEPA process is complete, indicate the

date of completion, and provide a website link or other reference to the final Categorical Exclusion, Finding of No Significant Impact, Record of Decision, and any other NEPA documents prepared. If the NEPA process is not complete, the application should detail the type of NEPA review underway, if applicable, where the project is in the process, and indicate the anticipated date of completion of all milestones and of the final NEPA determination. If the last agency action with respect to NEPA documents occurred more than three years before the application date, the applicant should describe why the project has been delayed and why NEPA documents have not been updated and include a proposed approach for verifying and, if necessary, updating this material in accordance with applicable NEPA requirements. Additional information regarding FRA's environmental processes and requirements are located at <https://www.fra.dot.gov/eLib/Details/L05286>.

b. Additional Application Elements

Applicants must submit:

i. A Statement of Work (SOW) addressing the scope, schedule, and budget for the proposed project if it were selected for award. For Major Capital Projects, the SOW must include annual budget estimates and anticipated Federal funding for the expected duration of the project. The SOW must contain sufficient detail so FRA, and the applicant, can understand the expected outcomes of the proposed work to be performed and can monitor progress toward completing project tasks and deliverables during a prospective grant's period of performance. Applicants must use FRA's standard SOW template to be considered for award. The SOW template is located at <https://www.fra.dot.gov/eLib/Details/L18661>. When preparing the budget, the total cost of a project must be based on the best available information as indicated in cited references that include engineering studies, economic feasibility studies, environmental analyses, and information on the expected use of equipment or facilities.

ii. A Benefit-Cost Analysis consistent with 49 U.S.C. 24911(d)(2)(A) that demonstrates the merit of investing in the proposed project. The analysis should be systematic, data driven, and examine the trade-offs between reasonably expected project costs and benefits. Please refer to the Benefit-Cost Analysis Guidance for Discretionary Grant Programs prior to preparing a BCA at <https://www.transportation.gov/office-policy/transportation-policy/>

benefit-cost-analysis-guidance. In addition, please also refer to the BCA FAQs on FRA's website (<https://www.fra.dot.gov/grants>) for some rail-specific examples of how to apply the Benefit-Cost Analysis Guidance for Discretionary Grant Programs to Partnership applications. The complexity and level of detail in the Benefit-Cost Analysis prepared for the Partnership Program should reflect the scope and scale of the proposed project.

iii. Environmental compliance documentation, if a website link is not cited in the Project Narrative.

iv. SF 424—Application for Federal Assistance.

v. SF 424C—Budget Information for Construction, or, for an equipment procurement project without any other construction elements, the SF 424A—Budget Information for Non-Construction.

vi. SF 424D—Assurances for Construction, or, for an equipment procurement project without any other construction elements, the SF 424B—Assurances for Non-Construction.

vii. FRA's Additional Assurances and Certifications.

viii. An SF LLL—Disclosure of Lobbying Activities.

Forms needed for the electronic application process are at www.Grants.gov.

c. Post-Selection Requirements

See subsection F(2) of this notice for post-selection requirements.

3. Unique Entity Identifier, System for Award Management (SAM), and Submission Instructions

To apply for funding through *Grants.gov*, applicants must be properly registered. Complete instructions on how to register and submit an application can be found at www.Grants.gov. Registering with *Grants.gov* is a one-time process; however, it can take up to several weeks for first-time registrants to receive confirmation and a user password. FRA recommends that applicants start the registration process as early as possible to prevent delays that may preclude submitting an application package by the application deadline. Applications will not be accepted after the due date. Delayed registration is not an acceptable justification for an application extension.

FRA may not make a discretionary grant award to an applicant until the applicant has complied with all applicable Data Universal Numbering System (DUNS) and SAM requirements. (Please note that if a Dun & Bradstreet DUNS number must be obtained or

renewed, this may take a significant amount of time to complete.) Late applications that are the result of a failure to register or comply with *Grants.gov* applicant requirements in a timely manner will not be considered. If an applicant has not fully complied with the requirements by the submission deadline, the application will not be considered. To submit an application through *Grants.gov*, applicants must:

a. Obtain a DUNS Number

A DUNS number is required for *Grants.gov* registration. The Office of Management and Budget requires that all businesses and nonprofit applicants for Federal funds include a DUNS number in their applications for a new award or renewal of an existing award. A DUNS number is a unique nine-digit sequence recognized as the universal standard for the government in identifying and keeping track of entities receiving Federal funds. The identifier is used for tracking purposes and to validate address and point of contact information for Federal assistance applicants, recipients, and sub-recipients. The DUNS number will be used throughout the grant life cycle. Obtaining a DUNS number is a free, one-time activity. Applicants may obtain a DUNS number by calling 1-866-705-5711 or by applying online at <http://www.dnb.com/us>.

b. Register With the SAM

All applicants for Federal financial assistance must maintain current registrations in the SAM database. An applicant must be registered in SAM to successfully register in *Grants.gov*. The SAM database is the repository for standard information about Federal financial assistance applicants, recipients, and sub recipients. Organizations that have previously submitted applications via *Grants.gov* are already registered with SAM, as it is a requirement for *Grants.gov* registration. Please note, however, that applicants must update or renew their SAM registration at least once per year to maintain an active status. Therefore, it is critical to check registration status well in advance of the application deadline. If an applicant is selected for an award, the applicant must maintain an active SAM registration with current information throughout the period of the award. Information about SAM registration procedures is available at www.sam.gov.

c. Create a Grants.gov Username and Password

Applicants must complete an Authorized Organization Representative (AOR) profile on www.Grants.gov and create a username and password. Applicants must use the organization's DUNS number to complete this step. Additional information about the registration process is available at: <https://www.grants.gov/web/grants/applicants/organization-registration.html>.

d. Acquire Authorization for Your AOR From the E-Business Point of Contact (E-Biz POC)

The E-Biz POC at the applicant's organization must respond to the registration email from *Grants.gov* and login at www.Grants.gov to authorize the applicant as the AOR. Please note there can be more than one AOR for an organization.

e. Submit an Application Addressing All Requirements Outlined in This NOFO

If an applicant experiences difficulties at any point during this process, please call the *Grants.gov* Customer Center Hotline at 1-800-518-4726, 24 hours a day, 7 days a week (closed on Federal holidays). For information and instructions on each of these processes, please see instructions at: <http://www.grants.gov/web/grants/applicants/apply-for-grants.html>

Note: Please use generally accepted formats such as .pdf, .doc, .docx, .xls, .xlsx and .ppt, when uploading attachments. While applicants may embed picture files, such as .jpg, .gif, and .bmp, in document files, applicants should not submit attachments in these formats. Additionally, the following formats will not be accepted: .com, .bat, .exe, .vbs, .cfg, .dat, .db, .dbf, .dll, .ini, .log, .ora, .sys, and .zip.

4. Submission Dates and Times

Applicants must submit complete applications to www.Grants.gov no later than 5:00 p.m. EDT, March 18, 2019. FRA reviews www.Grants.gov information on dates/times of applications submitted to determine timeliness of submissions. Delayed registration is not an acceptable reason for late submission. In order to apply for funding under this announcement, all applicants are expected to be registered as an organization with *Grants.gov*. Applicants are strongly encouraged to apply early to ensure all materials are received before this deadline.

To ensure a fair competition of limited discretionary funds, the following conditions are not valid reasons to permit late submissions: (1)

Failure to complete the *Grants.gov* registration process before the deadline; (2) failure to follow *Grants.gov* instructions on how to register and apply as posted on its website; (3) failure to follow all the instructions in this NOFO; and (4) technical issues experienced with the applicant's computer or information technology environment.

5. Intergovernmental Review

Executive Order 12372 requires applicants from State and local units of government or other organizations providing services within a State to submit a copy of the application to the State Single Point of Contact (SPOC), if one exists, and if this program has been selected for review by the State. Applicants must contact their State SPOC to determine if the program has been selected for State review.

6. Funding Restrictions

FRA will not fund any preliminary engineering, environmental work, or related clearances under this NOFO. FRA will only consider funding a project's final design activities if the applicant is also seeking funding for construction activities. FRA will only approve pre-award costs if such costs are incurred pursuant to the negotiation and in anticipation of the grant agreement and if such costs are necessary for efficient and timely performance of the scope of work consistent with 2 CFR 200.458. Under 2 CFR 200.458, grant recipients must seek written approval from FRA for pre-award activities to be eligible for reimbursement under the grant. Activities initiated prior to the execution of a grant or without FRA's written approval may not be eligible for reimbursement or included as a grantee's matching contribution.

FRA is prohibited under 49 U.S.C. 24405(f)³ from providing Partnership Program grants for Commuter Rail Passenger Transportation. FRA's interpretation of this provision is informed by the language in 49 U.S.C. 24911, and specifically the definitions of capital project in § 24911(2)(a) and (b). FRA's primary intent in funding Partnership Program projects is to make reasonable investments in Capital Projects used in Intercity Rail Passenger Transportation. Such projects may be located on shared corridors where Commuter Rail Passenger Transportation also benefits from the project.

³ Under 49 U.S.C. 24911(i), Partnership grants are subject to the conditions in 49 U.S.C. 24405.

E. Application Review Information

1. Criteria

a. Eligibility and Completeness Review

FRA will first screen each application for applicant and project eligibility (eligibility requirements are outlined in Section C of this notice), completeness (application documentation and submission requirements are outlined in Section D of this notice), and the 20 percent minimum match in determining whether the application is eligible.

FRA will then consider the applicant's past performance in developing and delivering similar projects, and previous financial contributions.

b. Evaluation Criteria

FRA subject-matter experts will evaluate all eligible and complete applications using the evaluation criteria outlined in this section to determine technical merit and project benefits.

i. Technical Merit: FRA will evaluate application information for the degree to which—

(A) The tasks and subtasks outlined in the SOW are appropriate to achieve the expected outcomes of the proposed project.

(B) The technical qualifications and demonstrated experience of key personnel proposed to lead and perform the technical efforts, and the qualifications of the primary and supporting organizations to fully and successfully execute the proposed project within the proposed timeframe and budget.

(C) The proposed project's business plan considers potential private sector participation in the financing, construction, or operation of the proposed project.

(D) The applicant has, or will have the legal, financial, and technical capacity to carry out the project; satisfactory continuing control over the use of the equipment or facilities; and the capability and willingness to maintain the equipment or facilities.

(E) Eligible Projects have completed necessary pre-construction activities and indicate strong project readiness.

(F) For NEC Projects, the sequence and phasing of the proposed project is consistent with the Five-Year Capital Investment Plan prepared by the NEC Commission under 49 U.S.C. 24904(a).

(G) The project is consistent with planning guidance and documents set forth by the Secretary of Transportation or required by law.

ii. Project Benefits: FRA will evaluate the benefit-cost analysis of the proposed

project for the anticipated private and public benefits relative to the costs of the proposed project including—

(A) Effects on system and service performance;

(B) Effects on safety, competitiveness, reliability, trip or transit time, and resilience;

(C) Efficiencies from improved integration with other modes; and

(D) Ability to meet existing or anticipated demand.

c. Selection Criteria

In addition to the eligibility and completeness review and the evaluation criteria outlined in this subsection, the FRA Administrator will apply the following selection criteria.

i. FRA will give preference to projects for which:

(A) Amtrak is not the sole applicant;

(B) Applications were submitted jointly by multiple applicants;

(C) Proposed Federal share of total project costs does not exceed 50 percent;

ii. After applying the above preferences, the FRA Administrator will take in account the following key Departmental priorities:

(A) Supporting economic vitality at the national and regional level;

(B) Leveraging Federal funding to attract other, non-Federal sources of infrastructure investment;

(C) Preparing for future operations and maintenance costs associated with their project's life-cycle, as demonstrated by a credible plan to maintain assets without having to rely on future Federal funding;

(D) Using innovative approaches to improve safety and expedite project delivery; and

(E) Holding grant recipients accountable for their performance and achieving specific, measurable outcomes identified by grant applicants.

(F) Proposed non-Federal share is comprised of more than one source, including private sources, demonstrating broad participation by affected stakeholders; and

(G) Applications indicate strong project readiness.

2. Review and Selection Process

FRA will conduct a three-part application review process, as follows:

a. Screen applications for completeness and eligibility;

b. Evaluate eligible applications (completed by technical panels applying the evaluation criteria); and

c. Select projects for funding (completed by the FRA Administrator applying the selection criteria).

F. Federal Award Administration Information

1. Federal Award Notice

Applications selected for funding will be announced in a press release and on FRA’s website after the application review period. FRA will contact applicants with successful applications after announcement with information and instructions about the award process. This notification is not an authorization to begin proposed project activities. A formal grant agreement or cooperative agreement signed by both the grantee and the FRA, including an approved scope, schedule, and budget, is required before the award is considered complete. See an example of standard terms and conditions for FRA grant awards at <https://www.fra.dot.gov/Elib/Document/14426>.

2. Administrative and National Policy Requirements

Due to funding limitations, projects that are selected for funding may receive less than the amount originally requested. In those cases, applicants must be able to demonstrate the proposed projects are still viable and can be completed with the amount awarded.

Grantees and entities receiving funding from the grantee must comply with all applicable laws and regulations. A non-exclusive list of administrative and national policy requirements that grantees must follow includes: 2 CFR part 200; procurement standards; compliance with Federal civil rights

laws and regulations; disadvantaged business enterprises; debarment and suspension; drug-free workplace; FRA’s and OMB’s Assurances and Certifications; Americans with Disabilities Act; safety oversight; NEPA; environmental justice; and the requirements in 49 U.S.C. 24405 including the Buy America requirements and the provision deeming operators rail carriers and employers for certain purposes.

3. Reporting

a. Reporting Matters Related to Integrity and Performance

Before making a Federal award with a total amount of Federal share greater than the simplified acquisition threshold of \$250,000 (see OMB M–18–18, Implementing Statutory Changes to the Micro-Purchase and the Simplified Acquisition Thresholds for Financial Assistance, 2 CFR 200.88), FRA will review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently the Federal Awardee Performance and Integrity Information System (FAPIIS)) (see 41 U.S.C. 2313).

An applicant, at its option, may review information in the designated integrity and performance systems accessible through SAM and comment on any information about itself that a Federal awarding agency previously entered and is currently in the designated integrity and performance system accessible through SAM.

FRA will consider any comments by the applicant, in addition to the other information in the designated integrity and performance system, in making a judgment about the applicant’s integrity, business ethics, and record of performance under Federal awards when completing the review of risk posed by applicants as described in 2 CFR 200.205.

b. Progress Reporting on Grant Activity

Each applicant selected for a grant will be required to comply with all standard FRA reporting requirements, including quarterly progress reports, quarterly Federal financial reports, and interim and final performance reports, as well as all applicable auditing, monitoring and close out requirements. Reports may be submitted electronically.

The applicant must comply with all relevant requirements of 2 CFR part 200.

c. Performance Reporting

Each applicant selected for funding must collect information and report on the project’s performance using measures mutually agreed upon by FRA and the grantee to assess progress in achieving strategic goals and objectives. Examples of some rail performance measures are listed in the table below. The applicable measure(s) will depend upon the type of project. Applicants requesting funding for rolling stock must integrate at least one equipment/rolling stock performance measure, consistent with the grantee’s application materials and program goals.

PERFORMANCE MEASURE

Rail measures	Unit measured	Temporal	Primary strategic goal	Secondary strategic goal	Description
Slow Order Miles	Miles	Annual	State of Good Repair.	Safety	The number of miles per year within the project area that have temporary speed restrictions (“slow orders”) imposed due to track condition. This is an indicator of the overall condition of track. This measure can be used for projects to rehabilitate sections of a rail line since the rehabilitation should eliminate, or at least reduce the slow orders upon project completion.
Rail Track Grade Separation.	Count	Annual	Economic Competitiveness.	Safety	The number of annual automobile crossings that are eliminated at an at-grade crossing as a result of a new grade separation.
Passenger Counts.	Count	Annual	Economic Competitiveness.	State of Good Repair.	Count of the annual passenger boardings and alightings at stations within the project area.
Travel Time	Time/Trip	Annual	Economic Competitiveness.	Quality of Life ...	Point-to-point travel times between pre-determined station stops within the project area. This measure demonstrates how track improvements and other upgrades improve operations on a rail line. It also helps make sure the railroad is maintaining the line after project completion.
Track Miles	Miles	One Time	State of Good Repair.	Economic Competitiveness.	The number of track miles that exist within the project area. This measure can be beneficial for projects building sidings or sections of additional main line track on a railroad.

G. Federal Awarding Agency Contacts

For further information regarding this notice and the grants program, please contact Amy Houser, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W36-412, Washington, DC 20590; email: amy.houser@dot.gov.

Ronald L. Batory,
Administrator.

[FR Doc. 2018-25044 Filed 11-15-18; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

Notice of OFAC Sanctions Actions

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice.

SUMMARY: The Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing the names of four individuals that have been placed on OFAC's Specially Designated Nationals and Blocked Persons List based on OFAC's determination that one or more applicable legal criteria were satisfied. All property and interests in property subject to U.S. jurisdiction of these persons are blocked, and U.S. persons are generally prohibited from engaging in transactions with them.

DATES: See **SUPPLEMENTARY INFORMATION** section.

FOR FURTHER INFORMATION CONTACT: OFAC: Associate Director for Global Targeting, tel.: 202-622-2420; Assistant Director for Sanctions Compliance & Evaluation, tel.: 202-622-2490; Assistant Director for Licensing, tel.: 202-622-2480; Assistant Director for Regulatory Affairs, tel.: 202-622-4855; or the Department of the Treasury's Office of the General Counsel: Office of the Chief Counsel (Foreign Assets Control), tel.: 202-622-2410.

SUPPLEMENTARY INFORMATION:

Electronic Availability

The Specially Designated Nationals and Blocked Persons List and additional information concerning OFAC sanctions

programs are available on OFAC's website (www.treasury.gov/ofac).

Notice of OFAC Actions

On November 13, 2018, OFAC determined that the property and interests in property subject to U.S. jurisdiction of the following persons are blocked under the relevant sanctions authorities listed below.

Individuals

1. AL-ZAYDI, Shibl Muhsin 'Ubayd (a.k.a. AL ZAYDI, Shebl; a.k.a. AL ZAYDI, Shibl; a.k.a. AL-ZADI, Shibl Muhsin Ubayd; a.k.a. AL-ZAYDI, Hajji Shibl Muhsin; a.k.a. MAHDI, Ja'far Salih; a.k.a. "SHIBL, Hajji"), Iraq; DOB 28 Oct 1968; POB Baghdad, Iraq; Additional Sanctions Information—Subject to Secondary Sanctions Pursuant to the Hizballah Financial Sanctions Regulations; alt. Additional Sanctions Information—Subject to Secondary Sanctions; Gender Male (individual) [SDGT] [IRGC] [IFSR] (Linked To: ISLAMIC REVOLUTIONARY GUARD CORPS (IRGC)—QODS FORCE; Linked To: HIZBALLAH).

Designated pursuant to section 1(c) of Executive Order 13224 of September 23, 2001, "Blocking Property and Prohibiting Transactions With Persons Who Commit, Threaten to Commit, or Support Terrorism" (E.O. 13224) for acting for or on behalf of ISLAMIC REVOLUTIONARY GUARD CORPS (IRGC)—QODS FORCE, an entity determined to be subject to E.O. 13224.

Designated pursuant to section 1(d)(i) of Executive Order 13224 of September 23, 2001, "Blocking Property and Prohibiting Transactions With Persons Who Commit, Threaten to Commit, or Support Terrorism" (E.O. 13224) for assisting in, sponsoring, or providing financial, material, or technological support for, or financial or other services to or in support of HIZBALLAH, an entity determined to be subject to E.O. 13224.

2. HASHIM, Yusuf (a.k.a. HASHIM, Yusef; a.k.a. "SADIQ, Hajji"; a.k.a. "SADIQ, Sayyid"), Al Zahrani, Lebanon; DOB 1962; POB Beirut, Lebanon; Additional Sanctions Information—Subject to Secondary Sanctions Pursuant to the Hizballah Financial Sanctions Regulations; Gender

Male (individual) [SDGT] (Linked To: HIZBALLAH).

Designated pursuant to section 1(c) of Executive Order 13224 of September 23, 2001, "Blocking Property and Prohibiting Transactions With Persons Who Commit, Threaten to Commit, or Support Terrorism" (E.O. 13224) for acting for or on behalf of HIZBALLAH, an entity determined to be subject to E.O. 13224.

3. FARHAT, Muhammad 'Abd-Al-Hadi (a.k.a. FARHAT, Mohamad), Iraq; DOB 06 Apr 1967; POB Kuwait; nationality Lebanon; Additional Sanctions Information—Subject to Secondary Sanctions Pursuant to the Hizballah Financial Sanctions Regulations; Gender Male; Passport RL 2274078 (individual) [SDGT] (Linked To: HIZBALLAH).

Designated pursuant to section 1(c) of Executive Order 13224 of September 23, 2001, "Blocking Property and Prohibiting Transactions With Persons Who Commit, Threaten to Commit, or Support Terrorism" (E.O. 13224) for acting for or on behalf of HIZBALLAH, an entity determined to be subject to E.O. 13224.

4. KAWTHARANI, Adnan Hussein (a.k.a. AL-KAWTHARANI, Adnan; a.k.a. KAWTHARANI, Adnan Mahmud; a.k.a. KAWTHRANI, Adnan; a.k.a. KUTHERANI, Adnan), Al Zahrani, Lebanon; Najaf, Iraq; DOB 02 Sep 1954; POB Lebanon; Additional Sanctions Information—Subject to Secondary Sanctions Pursuant to the Hizballah Financial Sanctions Regulations; Gender Male (individual) [SDGT] (Linked To: HIZBALLAH).

Designated pursuant to section 1(d)(i) of Executive Order 13224 of September 23, 2001, "Blocking Property and Prohibiting Transactions With Persons Who Commit, Threaten to Commit, or Support Terrorism" (E.O. 13224) for assisting in, sponsoring, or providing financial, material, or technological support for, or financial or other services to or in support of HIZBALLAH, an entity determined to be subject to E.O. 13224.

Dated: November 13, 2018.

Andrea Gacki,

Director, Office of Foreign Assets Control.

[FR Doc. 2018-25068 Filed 11-15-18; 8:45 am]

BILLING CODE 4810-AL-P

Federal-State Partnership for State of Good Repair Program Grant

Program Overview and Notice of Funding Opportunity

REGIONAL TRANSPORTATION COUNCIL

MARCH 14, 2019

Shannon Stevenson
Program Manager, Transit Planning & Operations
North Central Texas Council of Governments

State of Good Repair Program Grant

Overview

Agency

Federal Railroad Administration (FRA)

Purpose

Reduce State of Good Repair backlog; improve **intercity passenger rail** (Amtrak) performance

Eligible Projects¹

Replace existing assets

Replace existing assets with assets that increase capacity² or provide a higher level of service

Bring existing assets to a State of Good Repair

¹Projects must ensure that service can be maintained while existing assets are brought to a State of Good Repair.

²Double-tracking alone is not eligible.

State of Good Repair Program Grant

Eligibility Information

Funding Highlights	\$272 million available (no project minimum or maximum) Due: Monday, March 18, 2019 Minimum 20% local match required
Preference	Joint applications ≥ 50% local match
Key Objectives	Support Economic Vitality Leverage Federal Funding Prepare for Future Operations/Maintenance Costs Innovative Approaches to Safety and Project Delivery Accountability

State of Good Repair Program Grant

Proposed Project

Trinity Railway Express Corridor Improvements

Potential project components related to improvement on railroad assets' state of good repair, corridor capacity, system performance, safety, etc.

Shared corridor of Intercity Passenger Rail and Commuter Rail

Strong regional interests and well-established partnerships via recent or concurrent discretionary grant projects submittal (BUILD, INFRA, etc.)

Dallas Area Rapid Transit

Trinity Metro

BNSF Railway

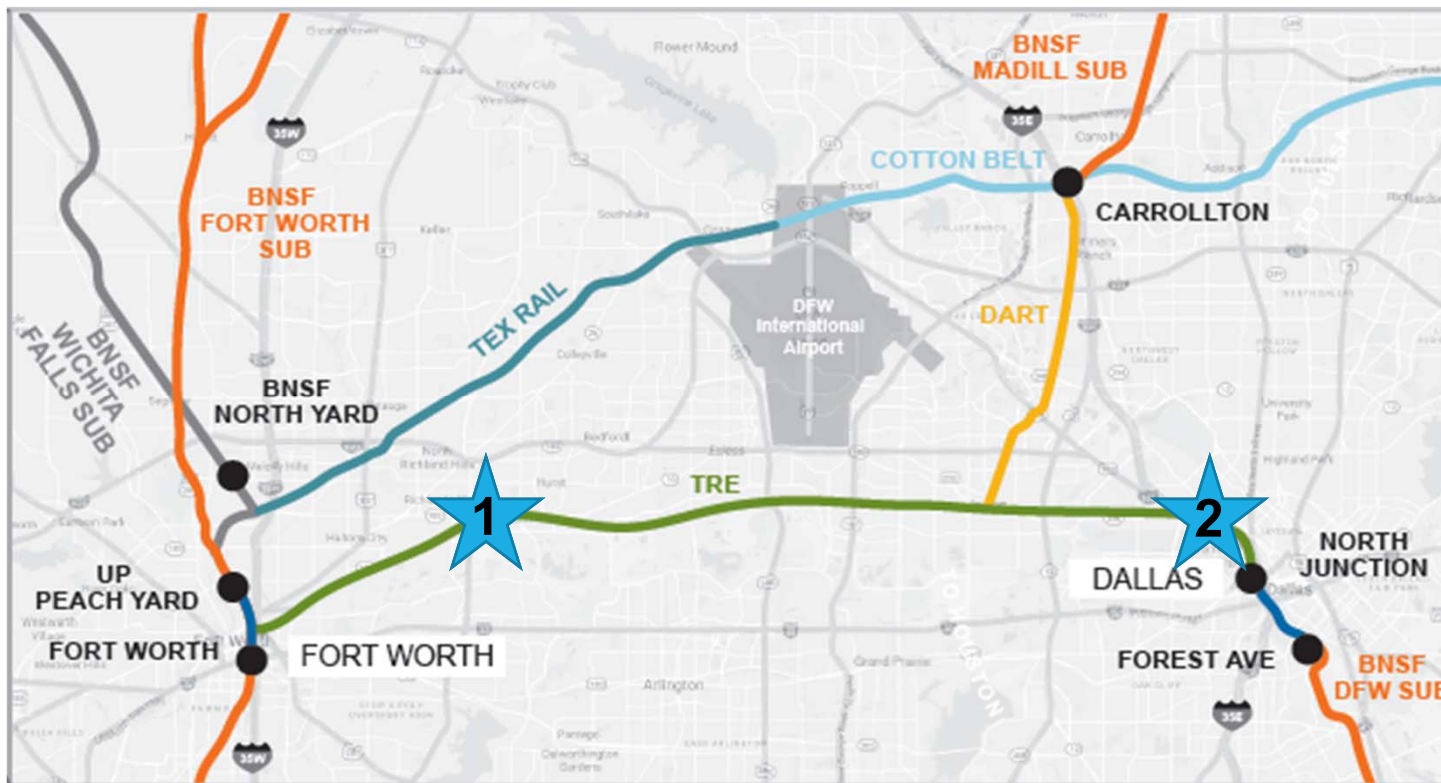
Amtrak



BNSF: Burlington Northern and Santa Fe

State of Good Repair Program Grant

Freight/Passenger Rail Integration



Project Component 1

Bridge Replacement and Double Tracking from Handley Ederville Road to Precinct Line Road.

- Walkers Creek Bridge
- Mesquite Creek Bridge

Project Component 2 *

Bridge Replacement/Rehabilitate and Double Tracking from Medical Market Center to Stemmons Freeway Bridge.

- Obsession Bridge
- Inwood Bridge

* Also included in INFRA 2019 application
NCTCOG is developing.


State of Good Repair Program Grant

Proposed Budget

Project	Description	Federal (Grant)	Local Match*	Total Cost
Component 1	West Bridge Replacements & Double Tracking	\$14,500,000	\$15,000,000	\$29,500,000
Component 2	East Bridge Replacements & Double Tracking	\$9,500,000	\$14,000,000	\$23,500,000
TOTAL		\$24,000,000	\$29,000,000	\$53,000,000
Percentages		45%	55%	100%

*All Local Match will be provided by Dallas Area Rapid Transit, Trinity Metro, and BNSF Railway

State of Good Repair Program Grant Timeline

November 16, 2018	Notice of Funding Opportunity Announced
January 25, 2019	STTC Information
February 14, 2019	RTC Information
February 22, 2019	STTC Action
March 8, 2019	Request Deadline for Letters of Support
 March 14, 2019	RTC Action
March 18, 2019	Grant Application Deadline
March 28, 2019	Executive Board Action (Endorsement)

State of Good Repair Program Grant

RTC Action Requested

Recommend approval to submit an application to FRA's Federal-State Partnership for State of Good Repair Program Grant for Trinity Railway Express Corridor Improvements not to exceed \$53 million to replace six bridges that are past their useful life or in poor condition, as well as double track the railways where these bridges are located.

Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP, and other planning/administrative documents to include this FTA grant, if selected.

Contact Information

Jing Xu

Senior Transportation Planner

jxu@nctcog.org

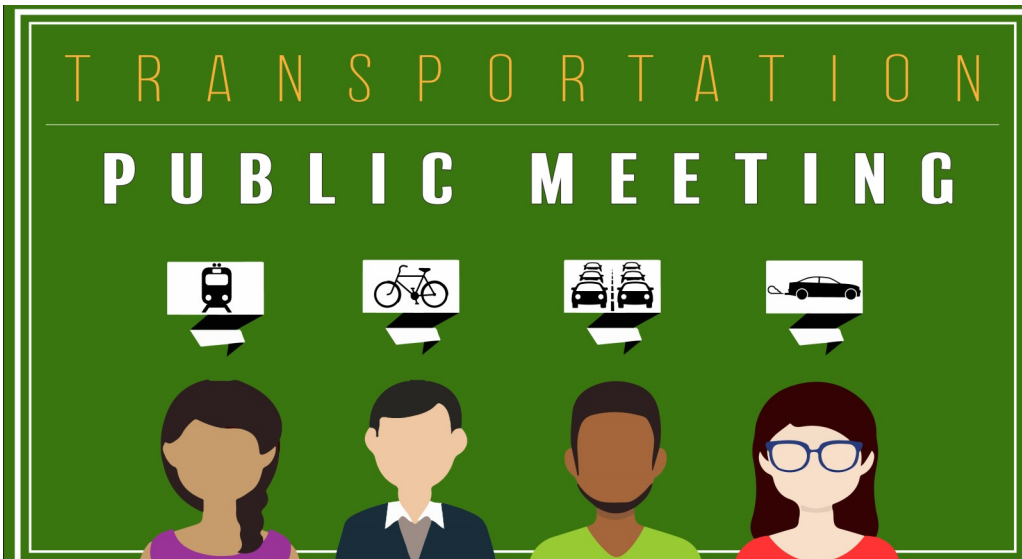
817-608-2335

Shannon Stevenson

Program Manager

sstevenson@nctcog.org

817-608-2304



PRESENTATIONS

Regional Operations and Air Quality Funding

The Regional Air Quality and Management and Operations Program provides federal and regional air quality and mobility funds to programs and projects that address the region's air quality and aid in management and operations of the regional transportation system. Details of the program and the projects being proposed for funding will be presented.

RTC's Assessment Policy Project Funding

The Assessment Policy Program is intended to award federal air quality and mobility funds to projects across the region that include an economic development component. In each case, the Regional Transportation Council will be repaid for at least a portion of its contribution over time via various local funding sources. Details on the projects proposed for funding and the overall program will be presented.

Start of 2019 Ozone Season

The 2019 ozone season begins March 1 and runs through November 30, 2019. The Dallas-Fort Worth region does not meet the federal air quality standard for the pollutant ozone, and NCTCOG staff continues to implement projects and programs to improve air quality and protect public health. Staff will present an ozone season update as well as strategies individuals, businesses and local governments can implement to help reduce air pollution.

AirCheckTexas Program Update

North Texans whose vehicles have failed the emissions portion of the State inspection in the past 30 days or are at least 10 years old are encouraged to apply for assistance through the AirCheckTexas Program. They could be eligible to receive up to \$600 for repair or up to \$3,500 for replacement. All those interested are encouraged to apply. Applications will be accepted through Monday, April 8. For more information visit www.airchecktexas.org.

ONLINE REVIEW AND COMMENT

Proposed Modifications to the List of Funded Projects: www.nctcog.org/input.

RESOURCES AND INFORMATION

Electric Vehicle Incentives: www.dfwcleancities.org/evnt

Regional Smoking Vehicle Program: www.smokingvehicle.net

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

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

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

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

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

TRE CentrePort/DFW Airport Station
Arrival Options March 11

Eastbound Train 5:19 pm

Westbound Train 5:31 pm



NCTCOGtrans



North Central Texas
Council of Governments

MINUTES

**Regional Transportation Council
PUBLIC MEETING**

Future of Transit in Dallas-Fort Worth: First-Mile Connections to High-Speed Rail

Overview of Volkswagen Settlement

Title VI Program Update/Revised Complaint Procedures

Meeting Date and Location

The North Central Texas Council of Governments (NCTCOG) held a public meeting Monday, February 11, 2019, at 2:30 pm at the North Central Texas Council of Governments (Arlington); Dan Lamers, Senior Program Manager, moderated the meeting, attended by 29 people.

Public Meeting Purpose and Topics

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

1. Future of Transit in Dallas-Fort Worth: First-Mile Connections to High-Speed Rail – presented by Michael Morris
2. Overview of Volkswagen Settlement – presented by Nancy Luong
3. Title VI Program Update/Revised Complaint Procedures – presented by Kate Zielke

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 was posted at www.nctcog.org/video.

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

Summary of Presentations

Future of Transit in Dallas-Fort Worth: First-Mile Connections to High-Speed Rail presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/Transit-Update.pdf>

Recommended transit projects for first-mile connections in the region include the Southwest Medical District, Dallas Love Field, downtown Fort Worth, the Legacy/Stonebriar area, General Motors and Midtown. Potential people movers to be utilized for these projects include monorail, group rapid transit and autonomous vehicles. Technology criteria for these projects include qualitative screening, ridership estimates, infrastructure needs and system compatibility.

The high-intensity bus concept is a low cost alternative that would allow for premium amenities on board and at stations. The RTC has approved \$14 million in funding for pilot studies related to this new idea.

Hyperloop is a new mode of transportation consisting of moving passenger and cargo vehicles through a near-vacuum tube using electric propulsion. An autonomous pod levitates above the track and glides at 700 mph over long distances.

The high-speed rail initiative would be a connected system offering a “one seat ride.” Three stations for the rail are being proposed in Fort Worth, Arlington and Dallas. The Dallas station location has been identified by Texas Central Railway and coordination among Texas Central Railway, DART, TxDOT, the City of Dallas and NCTCOG is on-going. The Arlington and Dallas stations are still to be determined, and there is potential to add high-speed rail service from Fort Worth to Laredo.

Overview of Volkswagen Settlement presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/VW-Settlement.pdf>

The Texas Commission on Environmental Quality (TCEQ) has four goals related to the Volkswagen Environmental Mitigation Trust: reduce nitrogen oxide emissions, reduce the potential for exposure of pollutants to the public, prepare for increased and sustained use of zero emission vehicles and complement other incentive funding programs.

Texas will receive a total of \$209 million from the Trust, which will be distributed among seven priority areas: San Antonio, Dallas-Fort Worth, Houston-Galveston-Brazoria, El Paso County, Austin, Beaumont-Port Arthur and Bell County. Approximately \$169.5 million will be allocated to on-road and non-road transportation and approximately \$31.4 million will be provided for zero emission vehicle infrastructure. TCEQ has yet to announce a final date for administering the proposed funding.

There are also several additional air quality funding opportunities available in 2019, including incentives for light-duty vehicles, incentives to transition to alternative fuels and incentives to replace older vehicles. For more information, visit www.dfwcleancities.org.

Title VI Program Update/Revised Complaint Procedures presentation:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/Title-VI-Update.pdf>

Title VI Program Update Draft:

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/Title-VI-Draft.pdf>

Public Participation Plan with Title VI Update:

https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/02/PP_Title-VI.pdf

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin. NCTCOG’s Title VI Program describes how the agency implements Title VI nondiscrimination efforts and monitors subrecipients. The program is updated every three years and submitted to the Federal Transit Administration for review.

The current modifications to Title VI complaint procedures include adjusting headings, adding opportunities to share information with the Texas Department of Transportation (TxDOT), using calendar days instead of business days, updating appropriate documents where needed and Spanish translation. Public input on the aforementioned updates will be accepted through March 28, 2019.

ORAL COMMENTS RECEIVED AT MEETING

Future of Transit in Dallas-Fort Worth: First-Mile Connections to High-Speed Rail

Curtis Garrison, Enthusiasts of Transit Association

A. Feedback on transit planning

Comment: There is a disconnect between DART and Dallas Love Field Airport, and we don't understand what happened there. In Phoenix they utilize a tram, which might be a good idea for us to consider. Additionally, I live north of Spring Creek Parkway, and we would love to know if there are any plans to expand transit further north. It would also be great if we could integrate rail into work conducted on US 380 in McKinney and Denton. The TRE also needs to offer services on Sunday. Lastly, it would be great if we could work with Amtrak on expanding service from Fort Worth to Oklahoma City.

Summary of response by Michael Morris: We've tried to work on building light rail in the basement of the new terminal at Love Field, but there have been several challenges that have prevented us from moving forward. In regards to expanding transit further north in Collin County, you must be a full member of a transit authority in order to offer transit services. We can't just go in and build rail in a city when they don't pay their fair share into the system. However, we understand Collin County is one of the fastest growing areas in the region, and we are working closely with them to assist in transportation planning efforts. I don't believe the US 380 work will incorporate rail, but there may be another form of transit integrated into the project. We hear you loud and clear in regards to expanding TRE services on Sunday. Lastly, you'll notice we aren't talking about expanding high-speed rail to Oklahoma City. Amtrak has limited funding, and it's a difficult move to make. We appreciate all your comments.

Overview of Volkswagen Settlement

James C. Paris, USA Rails

A. Funding allocation for San Antonio

Question: Why did San Antonio receive a majority of the money from the Volkswagen Settlement?

Summary of response by Nancy Luong: San Antonio was recently classified as nonattainment.

Summary of response by Michael Morris: It's a question we can't really answer. It's possible they hope to overfund San Antonio so they don't exceed the ozone standard.

B. Timing of funding distribution

Question: When do you anticipate TCEQ actually distributing the funding allocations?

Summary of response by Nancy Luong: They said early 2019, but we don't have an exact date yet.

Jimmy Hosch, 350 Dallas

A. Emissions comparison

Question: Can you compare emissions that come from oil in the Eagle Ford shale to those that come from San Antonio?

Summary of response by Michael Morris: We will have to get back to you with an answer. Please make sure we have your contact information.

Response by Jenny Narvaez, NCTCOG:

Good Afternoon Mr. Hosch,

I understand that during this past Monday's public meeting, you inquired about information relating to the percentage of NOx emissions from vehicles in San Antonio in comparison to emissions from the Eagle Ford Shale. We have contacts with the Alamo Area Council of Governments and the Texas Commission on Environmental Quality who should be able to answer your inquiry:

Steven Smeltzer
Alamo Area Council of Governments
ssmeltzer@aacog.com
210-362-5266

Chris Kite
Texas Commission on Environmental Quality
Chris.kite@tceq.texas.gov
512-239-1959

If you'd like, I'm happy to reach out to them on your behalf or you can contact them directly. Please let me know.

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Future of Transit in Dallas-Fort Worth: First-Mile Connections to High-Speed Rail

Email

1. Paul McManus

Hi, Karla and Shannon,

Earlier today (Sunday, Feb. 17) I watched the archived video of the transportation public meeting held last Monday (Feb. 11), and I wanted to provide some feedback regarding that meeting.

I enjoyed and learned many things from this meeting, particularly from Michael Morris' transit-oriented presentation. I also took note of the transit-related questions and comments that Curtis Garrison made after all of the presentations were given.

Curtis mentioned many things related to transit here in DFW that I'm also very interested in and concerned about. One of things that Curtis mentioned was wanting Sunday service for the TRE. I would also like to see Sunday service for the TRE, and I would also like to see Sunday service for DCTA's A-Train. I live in the master planned community of Lantana in Denton County, and I also serve on DCTA's Citizens Advisory Team (CAT; I'm also involved with the Fort Worth-based Tarrant Transit Alliance non-profit transit advocacy group), and Sunday service for the A-Train, as well as weekend service for the North Texas Xpress (Trinity Metro's Route 64 bus) have both been discussed at previous CAT meetings. Having this expanded service would allow for more connections to DART's and Trinity Metro's train and bus services for people coming from Denton.

Curtis also mentioned that it would be great if more of DART's, Trinity Metro's, and DCTA's train stops were attractive destinations, such as Grapevine Station. I completely agree, as having more attractive destinations would generate more interest and increased ridership. Having easily accessible amenities and facilities (such as restrooms) at more stations would also benefit riders and improve their overall riding experience.

Additionally, Curtis mentioned that he believes Collin County (he lives in Plano) should embrace more transit options as Collin County continues to grow rapidly. I believe that Denton County should do the same. In the eight years that I've lived in Lantana, our population has grown by approx. 5,000 residents. This rapid growth is also prevalent in many other parts of Denton County, as the county population is quickly approaching the one million mark. This rapid growth makes having improved and expanded transit options absolutely critical throughout DFW in order to help reduce car traffic and road congestion, as well as to help improve air quality and provide alternative transportation methods for people who need and want them.

Please let me know if you have any questions or need any additional information. Thanks so much!

Response by Shannon Stevenson, NCTCOG

Good Morning, Mr. McManus,

Thank you for the thoughtful email and feedback. We always love hearing from the public and learning more about what issues are important in your community. As you mentioned, Mr. Garrison made several observations/requests following the presentations and Michael Morris, Transportation Director, requested that he follow up with an email so we're sure to capture everything. I also spoke with Mr. Garrison after the meeting and provided my information to him, but I haven't seen anything from him just yet.

I've copied our Carli Baylor who oversees our public meetings so she'll have a copy of your comments for our records. We'll also share your thoughts about TRE, DCTA's A-train, and expanded North Texas Xpress bus service with our transit partners. Transit-oriented development is an important effort Karla's team is addressing and will keep your comments in mind as they move ahead with new initiatives. Collin County's rapid growth is always something we're working on tackling; actually, the Regional Transportation Council (RTC) approved funding for a transit implementation study to investigate the

transit funding and options for Allen, Fairview, Frisco, McKinney, Plano, Richardson and Wylie. We will be issuing a request for proposals later this summer/early fall to begin that study.

We appreciate you taking time to share your thoughts and look forward to hearing from you in the future. Please let me or Karla know if you have any questions or would like additional information on anything.

2. Brent Peterson

February 19, 2019

Dear Sir:

I attended the public meeting on Monday, Feb. 11, 2019. Thanks for presenting the "Future of Transit in Dallas-Fort Worth: First Mile Connections to High-Speed Rail".

I recommend that a new Greyhound Bus Station for downtown Dallas be included in the "Future of Transit in Dallas-Fort Worth: First Mile Connections to High-Speed Rail". A new Greyhound Bus Station should be located near a Dart rail station. If possible, a new Greyhound Bus Station should be located near a Trinity Rail Express station and/or the future Texas Central Rail station.

The present Dallas Greyhound Bus Station is much too small and too far from a Dart rail station. It is about three blocks from a Dart rail station. Some people do not like to walk three blocks because of a handicap or they feel unsafe at late night hours.

I believe that a new Greyhound Bus Station for Dallas would allow more people to stop driving automobiles and ride the bus. Reducing the number of automobiles in Dallas would reduce traffic congestion, reduce air pollution from automobiles, and reduce global warming. A new Greyhound Bus Station would also provide better transportation for people who do not have an automobile available for trips.

Fort Worth has a new Greyhound Bus Station located at the Intermodal Transportation Center.

I am a retired mathematics instructor at Tarrant County College. I enjoy traveling on Trinity Rail Express, Dart rail, and Greyhound Bus.

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

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

This report is a compilation of general public comments submitted by members of the public from Sunday, January 20, through Tuesday, February 19. 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. Transit comments, including the opening and operation of TEXRail, as well as expansion of transit, were in the majority.

Air Quality

Twitter

1. One of the factors cited is commute times. If you're looking to carpool or bike to work, check out <http://www.tryparkingit.com> Everyone in NTX can win prizes for driving less and improving #AirQuality if you sign up. @NCTCOGenv @NCTCOGtrans #AirNorthTexas – Green Dallas (@GreenDallas)



Dallas lands 5th in annual ranking of best-performing cities

Two Texas cities took top spots in an annual survey of the best performing cities in the U.S. with Dallas taking 5th place, according to a new...

dallasnews.com

Facebook

1. Save the date: NTREG will be honored to have Dr. David Lary, Physics Professor at UT Dallas, speak about his air quality monitoring projects and initiatives at our Feb meeting.

Clean air advocates, EV owners/enthusiasts, and anyone interested are welcome and encouraged to attend and connect with Dr. Lary.

See the event page and discussion there for more information now; additional announcements will follow.

<https://www.facebook.com/events/2173781229551118> – James Orenstein

It's no secret DFW Metroplex air is polluted. According to the American Lung Association, Dallas is the 16th most polluted city in America for ozone alone. [1]

Ozone is a gas. What about particulates in the air? Particulate sources include burning coal, diesel engine exhaust, cement plants, and others. For monitoring this aspect of air pollution, would it surprise you to learn there's only ONE monitor with publicly available information for all of Dallas.[2] The unit is near Stemmons Freeway and Mockingbird Lane, and supposedly accounts for the entire city. [2]

Our presenter this Saturday is working to change that -- in a big way.

Dr. David Lary, atmospheric scientist and physics professor at University of Texas at Dallas is working diligently to develop monitors that would be used for a new monitoring network. that will help researchers discover the types of particles in the air and their point of origin. The network would show how these levels vary throughout the day. At present, air monitors take measurements in up to two-hour intervals. Dr. Lary's system will test the air every 10 seconds, or faster.

Another reference for Dr. Lary: He recently accepted the GreenSource DFW 2018 Environmental Science and Innovation Award on behalf of the DFW Air Research Consortium, a partnership of local universities, municipalities, nonprofit groups and citizens aimed at monitoring air quality in North Texas. DFW ARC "is now overseeing" the establishment of DFW's first independent air quality network, the first network of its kind in Texas.

<https://www.greensourcedfw.org/.../green-heros-spotlight...>

Dr. Lary obtained a double Bachelors of Science, one in Physics, and one in Chemistry from King's College, London, England, and a Ph.D. in Physical Chemistry from the University of Cambridge, where his thesis dealt with the study of atmospheric ozone.

His background includes work at the NASA Goddard Space Flight Centre, and the Goddard Earth Sciences and Technology Center.

Dr. Lary will speak about air quality monitoring projects he's working on, and those he's preparing to launch.

[1] Link: <https://www.lung.org/.../dallas-air-quality-improved.html>

[2] <https://www.dmagazine.com/.../air-quality-likely-varies.../> – James Orenstein

Aviation

Facebook

1. North Texas Shaping Airports Of The Future <http://bit.ly/2BzkYPL> – NCTCOG Transportation Department



Must be getting ready for them to plug into the airplane to charge up the green batteries.
– Herb Ashley

Bicycle & Pedestrian

Twitter

1. Which agency near you would be the first to erect this sign if they knew about it? Tag them in the reply. – Don Kostelec (KostelecPlan)

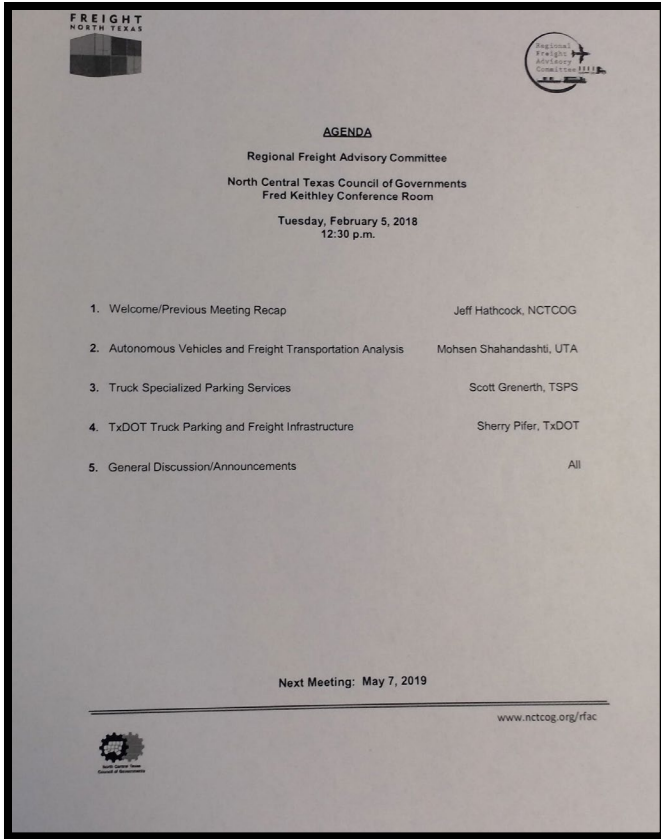


@NCTCOGtrans & @TxDOT would consider it if their main goal wasn't already widening every highway in the region and state, respectively. – Andrew Wallace (agwallace92)

Freight

Twitter

1. The Regional Freight Advisory Committee for @NCTCOGtrans provided an excellent opportunity to work on truck parking solutions along with @TxDOT. – Scott Grenerth (@SGrenerth)



Innovative Vehicles & Technology

Twitter

1. Texas is home to 4 of the nation's 15 largest cities. We're working with @NCTCOGtrans to explore how hyperloop could transform what are now separate metro areas into one economic megaregion. Learn more about our progress here: <https://hyperloop-one.com/texas-officials-confirm-hyperloop-technology-option-dallas-arlington-ft-worth-high-speed-corridor> ... – Virgin Hyperloop One (@HyperloopOne)



Correction: Home to five of the 15 largest — Houston (#4), San Antonio (#7), Dallas (#9), Austin (#11), Fort Worth (#15). (US Census Bureau data July 1, 2017) – John R. Kent (@JohnRKent)

Vow many G are you proposing to accelerate at? FT to D is 51km - 6min => avg. speed of 510kph or 317mph. You'd need to get fast quickly and slow down late and hard. How's your acceleration? – Wenzel Massag (@WMassag)

Dallas to FW would be great. But would it be useful or just a novelty. I dunno. But for sure Dallas to Houston would be a game changer. – Dave Tyler (davetylerdat4)

Eventually it'd be a network of stops, but your question is valid: What is the smallest distance a Hyperloop is useful for? - Wenzel Massag (@WMassag)

Can't wait for Hyperloop One to come to Dallas!

I would love to be one of the first ones to ride it. – Jessie (@SirJessieKing)

2. Don't forget @CityofFortWorth is right up there! 😊

Look forward to seeing @NCTCOGtrans findings. – The Loop Guys (@loop_guys)

Virgin Hyperloop One @HyperloopOne
 Texas is home to 4 of the nation's 15 largest cities. We're working with @NCTCOGtrans to explore how hyperloop could transform what are now separate metro areas into one economic megaregion. Learn more about our progress here: ...

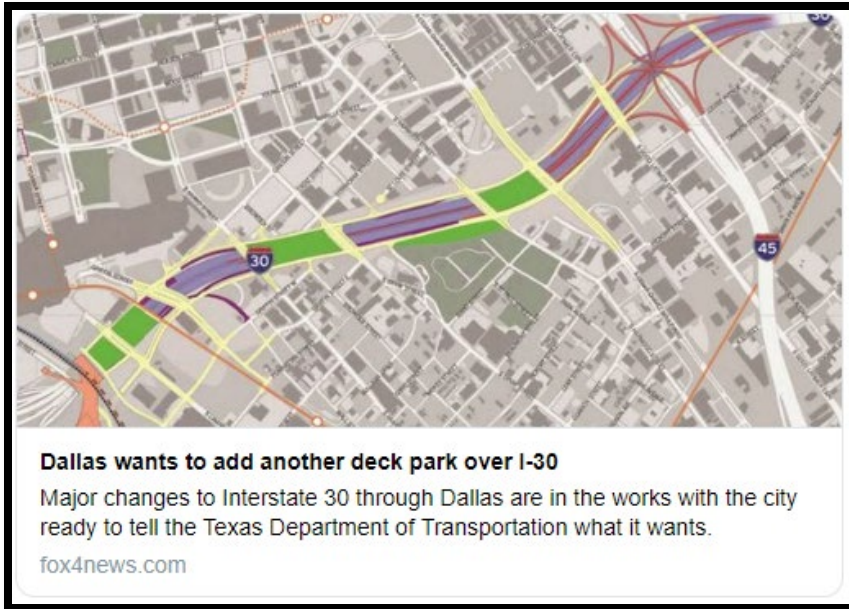
3. I got to see “Bob” at North Central Texas Council of Governments this morning. 🤖 – Rob Severance (@ChiefSeverance)



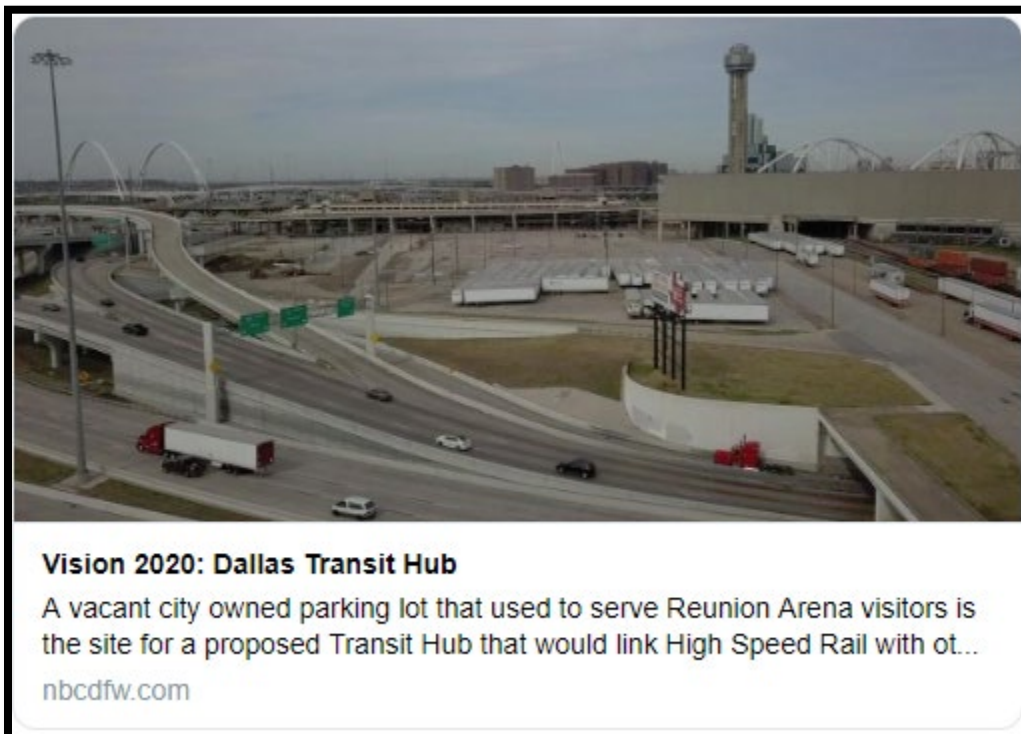
Project Planning

Twitter

1. Dallas wants to add another deck park over I-30 <http://www.fox4news.com/good-day/dallas-wants-to-add-another-deck-park-over-i-30> ... @NCTCOGtrans @TxDOTDallas @TxDOTCommission @CityOfDallas @DtownDallasInc – Lee M. Kleinman (@LeeforDallas)



2. Vision 2020: Dallas Transit Hub | NBC 5 Dallas-Fort Worth
<https://www.nbcdw.com/traffic/stories/Vision-2020-Dallas-Transit-Hub-505917661.html> ... via @nbcdw @CityOfDallas @NCTCOGtrans – Lee M. Klein (@LeeforDallas)



Public Meetings & Forums

Twitter

1. Find info on upcoming @NCTCOGtrans public meetings here:

<https://www.nctcog.org/trans/involve/meetings> ...

Follow the middle link to subscribe to updates via email. #NCTCoG #Transportation #NTx #DFWTransportation – ? Carl Seiler

2. Join us for our Texas Transportation Legislative Update! Hear from moderator Brittney Farr (@dartmedia) and panelists Rebekah Hernandez (@NCTCOGtrans) and Holly Reed (@TexasCentral) on what to expect in the next legislative session. Find out more:

<http://events.r20.constantcontact.com/register/event?oeidk=a07eg1zz12u46504d92&llr=8fn9w5iab> ... – WTS Dallas Ft. Worth (@WTSDFW)



3. opening plenary #FNT19 “we pride ourselves in being a region of choice” @NCTCOGtrans #FocusNorthTexas #FNT2019 – andreea udrea (@andreeaudrea2)

4. Opening plenary at #FNT19 #FNT2019. Panel: Michael Morris @NCTCOGtrans, T.C. Broadnax @CityOfDallas, Todd Plesko @dartmedia, @WalkableDFW, Alexis Jackson @cityofcelina. Consensus on importance of mobility options and mobility challenges arising from poor land use choices. – Thomas Bamonte (@TomBamonte)

Am I missing something here?!? Isn't Michael Morris the crazy pro-highway guy who proposed a couple years ago the idea excavating through Uptown, Dallas with yet another highway?! – Itz Ya Boy (@Tivo_Kenevil)

I view Morris differently. His primary role seems to be to attract as much transportation funding to North Central Texas as possible. The reason the greatest part of funding he seeks is for highway lanes is because this is mostly what Washington funds. – Ken Duble (@kduble)

Sustainability

Twitter

1. CM Philip Kingston at @CityOfDallas #climatechange symposium: this must be the last year @NCTCOGtrans spends 80% of its budget on roads. #ActOnClimate – Public Citizen Texas (@PublicCitizenTX)



Facebook

1. Check out these two fast buddies, Arlo the Air-madillo and Recyclesaurus Rex. These two are all about making sure Denton is a cleaner safer place to live! Learn more about these two champions at City of Denton Recycles and NCTCOG Transportation Department.
#AirNorthTexas #Arlo #SustainableDenton #Learn2Conserve – City of Denton Sustainability



Transit

Email

1. Paul McManus

Dear TTP 2050 planning team members,

I'm very interested in attending the Texas Transportation Plan 2050 meeting in Arlington on February 21, but I'll be unable to attend due to my work schedule. As a result, I wanted to e-mail you some thoughts and suggestions I have regarding this transportation plan.

As a Denton County resident who has had terrific experiences with mass transit, and also a resident who's very concerned about car traffic, road congestion, and air quality throughout the Dallas-Fort Worth area, as well as in all of Texas, I wanted to write to ask you to please place emphasis on improving and expanding mass transit options throughout Texas, including services for Dallas Area Rapid Transit (DART), Trinity Metro, and the Denton County Transportation Authority (DCTA) here in the DFW area.

With rapid population growth and an increase in vehicle traffic here in Denton County, as well as throughout DFW and Texas, the availability of effective and extensive mass transit options is critical not only for people who need and want them, but it's also critical for promoting and advancing economic development, better connecting people to employment, shopping and entertainment centers, as well as reducing traffic congestion, providing better local and regional mobility, promoting the use of mass transit, reducing the stress of having to drive, improving air quality, and improving the overall quality of life for all citizens. My 14-year-old son and I have frequently traveled on DART's, Trinity Metro's, and DCTA's trains and buses, and we've had nothing but wonderful experiences in our travels!

I also serve on DCTA's Citizens Advisory Team (CAT), and I'm also involved with the Fort Worth-based Tarrant Transit Alliance (TTA) non-profit transit advocacy organization. I can honestly say that DCTA, Trinity Metro, and DART are all wonderful transit agencies with people who are dedicated to providing great transit services, as well as expanding transit options throughout DFW.

I appreciate your consideration of my suggestions. Please let me know if you have any questions or need any additional information. Thank you very much!

2. Silvia

Will there be any transportation services for Crandall and Kaufman? Like bus transportation..maybe adding star transit bus lines to Crandall and Kaufman areas?

Carli Baylor

Hi Silvia,

Thank you for contacting the NCTCOG Transportation Department

STAR Transit is the public transportation provider in Kaufman County, Rockwall County, city of Seagoville, city of Balch Springs, the city of Mesquite and the city of DeSoto. They operate a couple different types of service.

- 1) Demand response transportation is available to the general public and must be requested 1-3 days in advance. Riders may have to register with STAR Transit before scheduling a ride. This service is a shared-ride service that picks you up at the curb and drops you off at the curb of your destination. However, it may not be a direct route. Another passenger may be picked up along the way before dropping you off at your destination.
- 2) Commuter routes provide a fixed route link between two destinations. STAR Transit currently operates a few commuter routes in Mesquite, Balch Springs and Seagoville.

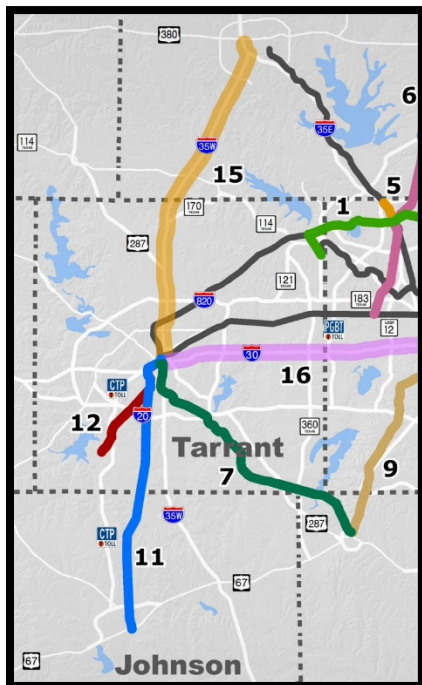
In the last couple years, we have heard that additional capacity for transit is needed in rural Kaufman County. This need was documented and included in our plan Access North Texas that identifies the transportation needs of older adults, individuals with disabilities, individuals with lower incomes and others with transportation challenges. This plan outlines strategies to address the needs and serves as a guide for agencies that will implement these strategies to improve access to work, medical appointments, education and the community during the next four years.

If you have additional questions about STAR Transit's service or need assistance scheduling a ride, please contact Valerie Orr at 469-474-2435 or mobilitydpt@startransit.org.

Kelli Gregory, one of our transit planners, is also more than happy to speak with you about any NCTCOG-related questions. I've copied her on this email. She can also be reached on her office line at 817-695-9287.

Twitter

1. A more longer range vision can be found with @NCTCOGtrans "Plan 2045", which recommends two other rail lines, #11 south to Burleson & Cleburne, and the #7 towards Kennedale, Mansfield and Midlothian. Worth noting though that the NCTCOG visions are far from set in stone. – Fort Worth Urban (@UrbanFortWorth)

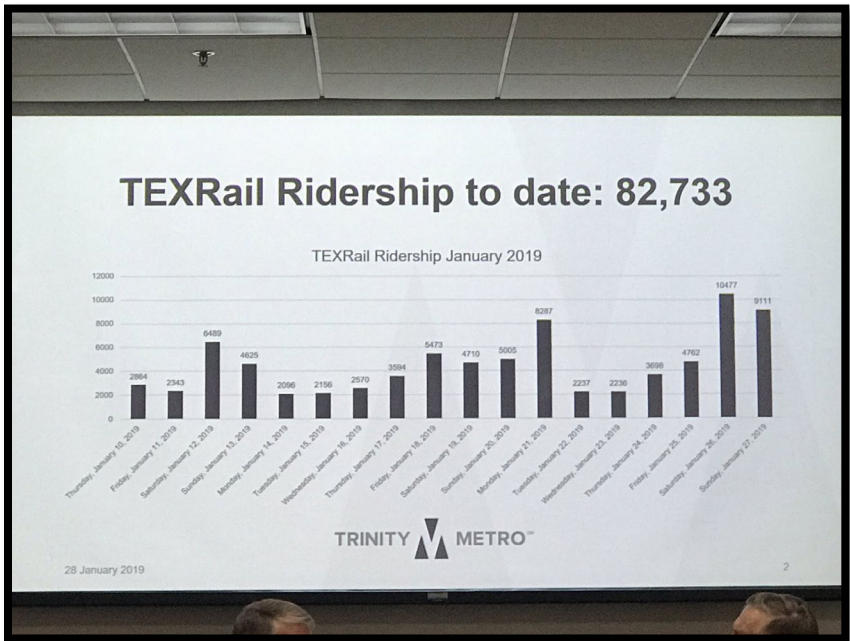


North & south parallel to I-35 seem would have most impact, esp connecting #FortWorth to center of towns/cities (FW to #Burleson, #Cleburne, #Denton, #Roanoke) so are more than just rail lines to parking lots but lines to heart of towns/cities. Are those lines/routes feasible? – Andrew Blake (@andrewccblake)

2. Going to be late to work again because #TEXRail is messing up the #TrinityRailwayExpress Schedule. These TEXRail-caused TRE delays need to stop! I've had enough! @TrinityMetro @dartmedia @DARTAlerts @TxDOTFortWorth @NTEExpress @NCTCOGtrans @TarrantTransit @TrinityMetroAlt – Enrique Durán Junior (@ejr_d)
3. @NCTCOGtrans I couldn't have said it better. #timetotrain – Linda Ld Thornton, APR (@LindaLdThornton)



4. Folks love #TEXRail! Thank you for riding! #MyTEXRail #TimetoTrain @TrinityMetro @CityofFortWorth @CityofNRH @GrapevineTXCity @TarrantCountyTX @DFWAirport @FTWChamber @VisitFortWorth @grapevinecoc @VisitGrapevine @NETarrant @TarrantTransit @NCTCOGtrans – at Intermodal Transportation Center Station (Amtrak, Greyhound, TRE, The T) – Sal Espino (@SAL_FW)



5. Our client @NCTCOGtrans is extremely supportive of this great transit alternative! – RideShark (@RideShark)



6. You can keep up with transit in Fort Worth and Tarrant County by following Trinity Metro on Twitter: @TrinityMetro. #RideTrinityMetro #TEXRail #TimetoTrain @CityofFortWorth @TarrantCountyTX @DFWAirport @FTWChamber @VisitFortWorth @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL_FW)



7. Weeee! We agree! @NCTCOGtrans – Trinity Metro (@TrinityMetro)



8. When you read that #TEXRail ridership has exceeded expectations. Weeee!
<http://bit.ly/2sUs8th> @TrinityMetro @SAL_FW – NCTCOGTransportation (@NCTCOGtrans)



Looks like there is some serious latent demand for better mobility options out there!

Is the COG ready to boost its public #transit investments? – Loren S. (@txbornviking)

9. Let's keep moving transit forward in Fort Worth, Tarrant County, & North Texas!
@CityofFortWorth @TrinityMetro @TarrantCountyTX @FTWChamber @VisitFortWorth
@DFWAirport @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL_FW)

10. On #TEXRail today Sat 2/2/19 from @CityofFortWorth to @GrapevineTXCity, @CityofNRH
@DFWAirport & back. Saw plenty of riders! Let's keep riding! @TrinityMetro
@TarrantCountyTX @TarrantTransit @FTWChamber @NETarrant @VisitFortWorth
@VisitGrapevine @NCTCOGtrans – Sal Espino (@SAL_FW)

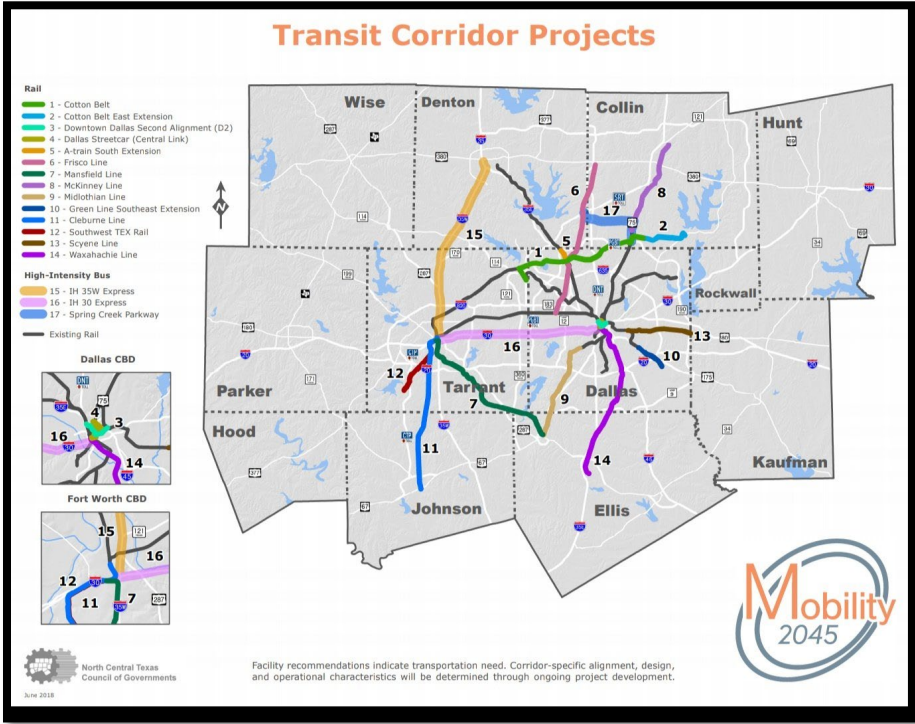


Can we get a train from Saginaw to Downtown FW? Would have tons of people off the road #ReadyForChange – IAH (@melis_tx)

.@NCTCOGtrans #Mobility2045 plan identifies the following corridors for possibly #transit investments, including #rail.

Funding continues to be one of the most difficult changes.

We too are #ReadyForChange, let your elected officials know that you value & never forget to #Vote! – Tarrant Transit Alliance (@TarrantTransit)



11. Let's keep moving transit forward in Fort Worth, Tarrant County, & North Texas!
@CityofFortWorth @TrinityMetro @TarrantCountyTX @FTWChamber @VisitFortWorth
@DFWAirport @TarrantTransit @NCTCOGtrans – Sal Espino (@SAL_FW)



12. 🌞 Congrats to #TEXRail & #TrinityRailwayExpress on their 1st on-schedule weekday morning! 🌞 I hope they continue this morning's operations model 🌞 @TrinityMetro @dartmedia @TxDOTFortWorth @NTEExpress @NCTCOGtrans @TarrantTransit @PaulBallard9 #MyTimeToTrain 🚆 – Enrique Durán Junior (@ejr_d)

13. "Livin' la vida transit" from @CityofFortWorth to @CityOfArlington by taking #TRE at @TrinityMetro 's ITC Station to CentrePort/@DFWAirport Station. We used @ViaPartners to lunch @TX_Live. Last leg w/@ViaPartners to 1 pm RTC mtg @NCTCOGtrans. @TarrantCounty @TarrantTransit – Sal Espino (@SAL_FW)



14. TxDOT is seeking your input, which will guide the development of Texas Transportation Plan 2050. The plan will include strategies for completing projects and implementing services for all types of transportation. Details on next week's public meeting here: <http://bit.ly/2S2PyXr> – NCTCOGTransportation (@NCTCOGtrans)



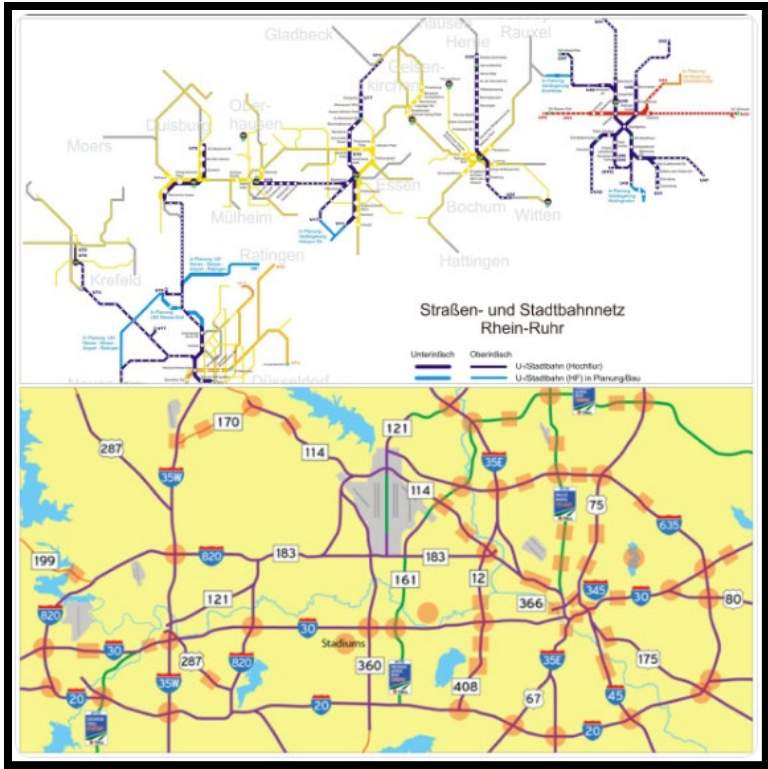
Make this a reality!

It's time to stop expanding our highways & time to invest in quality #TransitAlternatives!
 – Loren S. (@txbornviking)

Jeriat Gillum @Jeriat817
 MY VISION: Commuter Rail Lines (updated map)
 @TrinityMetro
 Show this thread

15. Like... How big is this network? For those of you familiar with Dallas-Ft. Worth, this is these are the same scale.

There are no legitimate reasons we shouldn't pursue a similar network. @TxDOT @NCTCOGtrans – Loren S. (@txbornviking)



Facebook

1. More North Texans having the ability to take transit to work is an exciting prospect for us. With 55,000 TEXRail riders in the first 12 days of service, it seems North Texans are also excited. We hope everyone continues to support this awesome alternative! <http://bit.ly/2DuKLtK>
– NCTCOG Transportation Department



We've been on several times and loved it every time! Great service and quiet and smooth train!!!! ETA - Enthusiasts of Transit Association! – Curtis Garrison

I hope so, too! We rode it from DFW North Station to the ITC this past Sunday, and it was wonderful! Lots of people on the trains, too, especially between T&P and Smithfield stations! Plus, it's great to be able to connect to many of Trinity Metro's bus routes at all four Fort Worth TEXRail stations, too! – Paul McManus

2. TEXRail ridership exceeds expectations <http://bit.ly/2sUs8th> – NCTCOG Transportation Department



I'll look for a timetable. Would like to ride to DFW, then just do a turn-around back to FW.
– Bunny Lee Ryan

Other

Twitter

1. At @NCTCOGtrans, they are now doing a financial stress test to figure out "when do we potentially run out of cash." – Tom Benning (@tombenning)



2. #NTTS2019 session w/ Hillwood's EVP Russell Laughin, @NCTCOGtrans' Director of Transpo. Michael Morris & former Transpo. Comm'r. @Williamwmeadow2 discuss our state/national transpo. story & why history continues to repeat when it comes to finding/securing funding for our roads. – 35W Coalition (@35WCoalition)



3. "It's always more effective to have more people around the table; more people smarter than you to solve the problem. That's essentially a public-private partnership." -Michael Morris @NCTCOGtrans @HillwoodDevelop @Williamwmeadow2 #NTTS2019 – Mosaic Strategy (@mosaic_sp)

4. According to @TxDOT, there were 228 tickets written for Texans going 120 mph or faster between Jan. 1 and Dec. 31 of last year. I don't know who needs to hear this, but... slow down. <http://bit.ly/2MWOUd9> – NCTCOGTransportation (@NCTCOGtrans)



Please tell me a ticket at that speed also includes immediate impounding of the vehicle and arrest? – Loren S. (@txbornviking)

@TexasCentral @TXHighSpeedRail Slow down and wait for the train so all of us can go 200mph instead of 20mph on IH-45. – Rob Maxwell (@RobMax17)

Facebook

1. 😊 Loving the North Texas Tollway Authority signs for the Super Bowl. It's a great reminder that if you need assistance, dial #999 <http://bit.ly/2Wu7Q7w> – NCTCOG Transportation Department



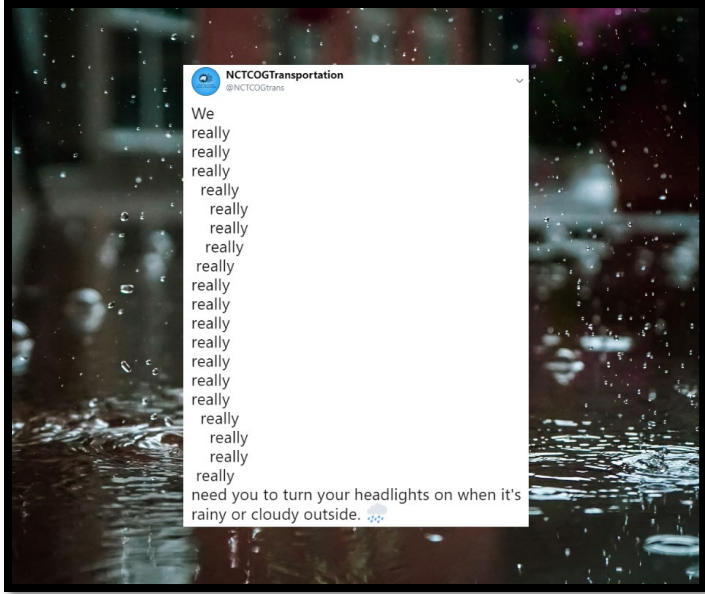
Except for all the drivers taking pictures of the sign (some stopping on the Tollway). Funny until it becomes a dangerous distraction. – Steve Martin

Yes aunt Shirley. 😊😊😊 – Kelly Burgard

Janie Powell, Kari Powell, Kelly Burgard isn't this funny – Shirley Powell

Construction barrels on left side of road. Not surprised. And by the way, ⓪Toll Roads⓪
– Wm Atkins

2. But really, though. – NCTCOG Transportation Department



We really really really really really really really really really really need to get the nttta to finish the CTP ramps to I-20. – Jason R. Browder

...I don't get it...

☺ – Phil Neil

3. According to TxDOT, there were 228 tickets written for Texans going 120 mph or faster between Jan. 1 and Dec. 31 of last year. I don't know who needs to hear this, but... slow down. <http://bit.ly/2MWOUd9> – NCTCOG Transportation Department



And use DART's, Trinity Metro's, and DCTA's great train and bus services whenever you can, too, to help reduce car traffic, reckless driving, and potential accidents! – Paul McManus

Actually, we want INCREASE wreckless driving while decreasing reckless driving. – Suzi Rumohr

Suzi Rumohr Sorry! Thanks for catching that, and I made the correction! – Paul McManus



February 27, 2019

Michael Morris
NCTCOG
616 Six Flags Drive
Arlington, TX 76011

Dear Michael,

I want to extend the City of Irving's sincere appreciation to you and your team for supporting and being a partner of our Home Energy Fair. As this was our first year hosting the event, all of the support and advice that your team provided was extremely helpful. Attendees appreciated your booth and information.

We are thankful for your ongoing support, and look forward to growing this event in the future with your continued partnership.

Sincerely,

Ramiro Lopez
Assistant City Manager

CC: Daniel Vedral, Traffic & Transportation Director
Melissa Baker, Public Works Administration Manager
Emily Asbury, Environmental Programs Coordinator

RECEIVED
MAR 04 2019
TRANSPORTATION



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

March 1, 2019

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

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I am pleased to support the United States Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the **Interstate Highway (IH) 30 Rockwall County – Lake Ray Hubbard Bridge Project**.

IH 30 is a vital transportation corridor that sustains the local, regional, and State economy. Within the North Central Texas region, the corridor also serves as a principal route for local commuters providing access to several key highways and other transportation facilities. This project involves the eastern section of IH 30 as it crosses Lake Ray Hubbard. Due to the geography of the lake, which isolates the highway from any substantial parallel roadway capacity for miles on either side, its vulnerability for closure during accidents or severe weather events regularly exacerbates severe congestion.

The project would complete construction of a continuous six-lane frontage road system that fully crosses Lake Ray Hubbard adjacent to the existing IH 30 freeway between Dalrock Road and Farm-to-Market Road (FM) 740. Having this capacity is essential to preserving the IH 30 corridor's long-term viability to accommodate increased trips for both passenger vehicles and goods movement along this critical segment between Rockwall County and eastern Dallas County. Proposed interchange configurations at the project end points will also enable vehicles to cross the lake without having to use the highway itself, creating greater overall connectivity, improved reliability and more efficient incident management. Additionally, the project includes a barrier-separated sidewalk and shared-use path along the frontage road bridges, each consistent with the RTC's Regional Veloweb recommendations for improved bicycle and pedestrian accommodations for the Cities of Garland, Rowlett and Rockwall.

The project elements described above will support enhanced accessibility and increased attractiveness for economic development compatible with Lake Ray Hubbard's emergence as a significant tourism destination and quality of life asset for the eastern part of the North Central Texas region. The identified improvements for this section of IH 30 are both included in and consistent with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas, and if awarded funds, the project will be amended as required in the 2019-2022 Transportation Improvement Program for North Central Texas.

Secretary Elaine L. Chao
Page Two

March 1, 2019

Again, the RTC fully supports the 2019 INFRA grant application submitted by NCTCOG for the IH 30 Rockwall County – Lake Ray Hubbard Bridge Project. Thank you for your time and consideration. If you have any questions, feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Fickes', with a stylized flourish at the end.

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

KR:al

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



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

March 1, 2019

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I am pleased to support the United States Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the **North Texas Strategic National Highway System (NHS) Bridge Program**.

This program will involve 12 bridge projects that repair or replace several of the North Texas region's most deficient bridges in the counties of Dallas, Denton, Hunt, Johnson, Kaufman, Parker and Tarrant. All bridge projects will be located on or across roadways that are currently designated on the NHS, and construction would be expedited through partnership with the Texas Department of Transportation (TXDOT).

In addition to meeting national performance goals to maintain highway infrastructure in a state of good repair and to ensure surface transportation system reliability, the North Texas Strategic NHS Bridge Program will enhance safety by upgrading these obsolete or deficient bridges to meet current safety design standards. Other proposed improvements associated with this program of bridge construction projects include the addition of some general-purpose lanes to meet future traffic demand; improvements to vertical curvature and horizontal alignment; the installation of bridge medians, railings, shoulders and illumination; and the provision of bicycle and pedestrian accommodations.

We believe the North Texas Strategic NHS Bridge Program meets the key objectives of the INFRA Grant Program in supporting economic vitality, leveraging federal funding, encouraging innovation, and ensuring performance and accountability. To further demonstrate its support for the NHS, the Regional Transportation Council for the NCTCOG has recently adopted a policy statement to focus on funding and programming that can address "poor condition" NHS bridges in support of TXDOT bridge performance targets. TXDOT has expressed confidence that it can meet the INFRA obligation and construction deadlines for the proposed system of projects. Additionally, programmed State funds leveraged by potential INFRA Grant funds would build momentum for addressing other deteriorating bridges across the region and state.

This program is consistent with the programs and policies in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the program is successful

Secretary Elaine L. Chao
Page Two

March 1, 2019

in receiving funds, the RTC will modify the projects as required and support their inclusion in the 2019-2022 Transportation Improvement Program for North Central Texas.

Again, the RTC fully supports the FY2019 INFRA Grant application submitted by NCTCOG for the North Texas Strategic NHS Bridge Program. Thank you for your time and consideration. If you have any questions, feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,



Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

KR:al

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



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

March 1, 2019

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

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth (DFW) area, I am pleased to support the United States Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the **North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (North Texas MOVES–Phase 1)**.

North Texas MOVES–Phase 1 represents the initial projects in NCTCOG's rail capacity improvement program. The result of data-driven computer modeling, this program leverages investment by multiple public agencies. The requested funding will enable critical rail capacity improvements that support passenger and freight growth on the publicly-owned commuter network and encourage passenger and freight rail fluidity through the Dallas-Fort Worth region.

North Texas MOVES–Phase 1 will accommodate the continued on-time performance of the Trinity Railway Express (TRE) commuter service, jointly owned by Dallas Area Rapid Transit (DART) and Trinity Metro; the planned expansion of commuter service on DART's Cotton Belt project (anticipated to be in service in 2022); and expected freight rail growth on private networks. Projects include capacity and operational improvements to the TRE and DART rail lines.

In addition to these projects, the grant proposal includes design and engineering elements for improvements that will be included in later phases of the North Texas MOVES program. Finally, the innovative ClearPath technology platform will facilitate communication between public and private operators of the regional rail network to maximize utility of shared-use assets.

This project is consistent with the programs and policies in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the Regional Transportation Council will support its inclusion in the 2019-2022 Transportation Improvement Program for North Central Texas.

Secretary Elaine L. Chao
Page Two

March 1, 2019

Again, the RTC fully supports the 2019 INFRA grant application submitted by NCTCOG for the North Texas MOVES-Phase 1 program. Thank you for your time and consideration. If you have any questions, feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Fickes', with a stylized flourish at the end.

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

KR:al

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



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

March 1, 2019

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

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization for the Dallas-Fort Worth area, I am pleased to support the United States Department of Transportation FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted jointly by the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), and Trinity Metro for the **Trinity Railway Express (TRE) State of Good Repair Improvements Project**.

The Trinity Railway Express State of Good Repair Improvements Project will replace the Obsession, Inwood, Knights Branch, Walker's Creek, Mesquite Creek, and Rock Creek bridges that are past their useful life or in poor condition, as well as double track the railways where these bridges are located.

These improvements will enhance intercity passenger rail (Amtrak), commuter passenger rail, and freight rail service performance in the TRE corridor by maintaining rail assets in a state of good repair, removing speed restrictions, improving safety and reliability and allowing for additional service frequency along the TRE facilities.

This project is consistent with the programs and policies in Mobility 2045: The Metropolitan Transportation Plan for North Central Texas. All federally funded surface transportation projects must also be included in the Transportation Improvement Program. If the project is successful in receiving funds, the Regional Transportation Council will support its inclusion in the 2019-2022 Transportation Improvement Program for North Central Texas.

Again, the RTC fully supports the FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted by NCTCOG, DART, and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements Project. Thank you for your time and consideration. If you have any questions, feel free to contact Michael Morris, P.E., Director of Transportation for NCTCOG at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Fickes", written over a white background.

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

KR:al

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

Congress of the United States
House of Representatives
Washington, DC 20515

February 26, 2019

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

Dear Secretary Chao:

As the Representative for Texas' 32nd Congressional District, I am writing in support of the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the Interstate Highway (IH) 30 Rockwall County – Lake Ray Hubbard Bridge Project.

IH 30 is a vital transportation corridor that sustains the local, regional, and state economy. Within the North Central Texas region, the corridor also serves as a principal route for local commuters providing access to several key highways and other transportation facilities. This project involves the eastern section of IH 30 as it crosses Lake Ray Hubbard. Due to the geography of the lake, which isolates the highway from any substantial parallel roadway capacity for miles on either side, its vulnerability for closure during accidents or severe weather events regularly exacerbates severe congestion.

The project would complete construction of a continuous six-lane frontage road system that fully crosses Lake Ray Hubbard adjacent to the existing IH 30 freeway between Dalrock Road and Farm-to-Market Road (FM) 740. Having this capacity is essential to preserving the IH 30 corridor's long-term viability to accommodate increased trips for both passenger vehicles and goods movement along this critical segment between Rockwall County and eastern Dallas County. Proposed interchange configurations at the project end points will also enable vehicles to cross the lake without having to use the highway itself, creating greater overall connectivity, improved reliability and more efficient incident management. Additionally, the project includes a barrier-separated sidewalk and shared-use path along the frontage road bridges, each consistent with the Regional Transportation Council's (RTC) Regional Veloweb recommendations for improved bicycle and pedestrian accommodations for the cities of Garland, Rowlett and Rockwall.

The project elements described above will support enhanced accessibility and increased attractiveness for economic development compatible with Lake Ray Hubbard's emergence as a significant tourism destination and quality of life asset for the eastern part of the North Central Texas region. The identified improvements for this section of IH 30 are both included in and consistent with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

Again, I fully support the 2019 INFRA grant application submitted by NCTCOG for the IH 30 Rockwall County – Lake Ray Hubbard Bridge Project. We greatly appreciate your time and consideration for this project, and if you have any questions, please contact my District Director, Judith Tankel, at Judith.Tankel@mail.house.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "C. Allred", written in a cursive style.

Congressman Colin Allred (TX-32)

United States Senate

WASHINGTON, DC 20510-4305

March 4, 2019

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

Dear Secretary Chao:

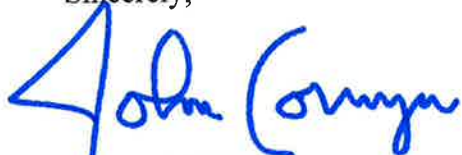
I am writing to express my support for the Infrastructure for Rebuilding America (INFRA) application for the Interstate Highway 30 (I-30) project submitted to the Department of Transportation by the North Central Texas Council of Governments (NCTCOG).

As you and your staff review the proposal, I trust you will give full consideration to the many strengths of this application. As you know, I-30 is a vital transportation corridor that sustains the local, regional, and state economy. Within the North Central Texas region, I-30 also serves as a principal route for local commuters, providing access to several key highways and other transportation facilities. Currently, I-30 is the only roadway to cross Lake Ray Hubbard, making it extremely vulnerable to closure during accidents or severe weather events. This grant, if awarded, would enable the NCTCOG to construct a continuous six-lane frontage road system that fully crosses Lake Ray Hubbard adjacent to the existing I-30 structure. The additional capacity is essential to preserving the I-30 corridor's long-term viability to accommodate increased trips for both passenger vehicles and freight movement along this critical segment in North Texas. The proposed interchange configurations at the project end points will also enable vehicles to cross the lake without having to use the highway itself, creating greater overall connectivity, improved reliability and more efficient incident management.

I would appreciate your efforts to ensure that I am kept informed of the progress of this application. Please contact Andrea McGee (Andrea_McGee@cornyn.senate.gov), my Grants Coordinator, with any developments regarding this proposal as soon as they are available.

Thank you for your assistance and consideration.

Sincerely,



JOHN CORNYN
United States Senator



DALLAS COUNTY JUDGE CLAY LEWIS JENKINS

February 27, 2019

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

Dear Secretary Chao:

Dallas County is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the Interstate Highway (IH) 30 Rockwall County – Lake Ray Hubbard Bridge Project.

IH 30 is a vital transportation corridor that sustains the local, regional, and state economy. Within the North Central Texas region, the corridor also serves as a principal route for local commuters providing access to several key highways and other transportation facilities. This project involves the eastern section of IH 30 as it crosses Lake Ray Hubbard. Due to the geography of the lake, which isolates the highway from any substantial parallel roadway capacity for miles on either side, its vulnerability for closure during accidents or severe weather events regularly exacerbates severe congestion.

The project would complete construction of a continuous six-lane frontage road system that fully crosses Lake Ray Hubbard adjacent to the existing IH 30 freeway between Dalrock Road and Farm-to-Market Road (FM) 740. Having this capacity is essential to preserving the IH 30 corridor's long-term viability to accommodate increased trips for both passenger vehicles and goods movement along this critical segment between Rockwall County and eastern Dallas County. Proposed interchange configurations at the project end points will also enable vehicles to cross the lake without having to use the highway itself, creating greater overall connectivity, improved reliability and more efficient incident management. Additionally, the project includes a barrier-separated sidewalk and shared-use path along the frontage road bridges, each consistent with the Regional Transportation Council's (RTC) Regional Veloweb recommendations for improved bicycle and pedestrian accommodations for the cities of Garland, Rowlett and Rockwall.

The project elements described above will support enhanced accessibility and increased attractiveness for economic development compatible with Lake Ray Hubbard's emergence as a significant tourism destination and quality of life asset for the eastern part of the North Central

Texas region. The identified improvements for this section of IH 30 are both included in and consistent with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

Again, Dallas County fully supports the 2019 INFRA grant application submitted by NCTCOG for the IH 30 Rockwall County – Lake Ray Hubbard Bridge Project. We greatly appreciate your time and consideration for this project, and if you have any questions, please contact me at 214-653-7949.

Sincerely,



Clay Lewis Jenkins
Dallas County Judge



COMMISSIONER DR. THERESA M. DANIEL ROAD & BRIDGE DISTRICT 1

February 26, 2019

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

Dear Secretary Chao:

Dallas County is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the Interstate Highway (IH) 30 Rockwall County – Lake Ray Hubbard Bridge Project.

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The project elements described above will support enhanced accessibility and increased attractiveness for economic development compatible with Lake Ray Hubbard's emergence as a significant tourism destination and quality of life asset for the eastern part of the North Central Texas region. The identified improvements for this section of IH 30 are both included in and consistent with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

Again, Dallas County fully supports the 2019 INFRA grant application submitted by NCTCOG for the IH 30 Rockwall County – Lake Ray Hubbard Bridge Project. We greatly appreciate your time and consideration for this project, and if you have any questions, please contact me at 214-653-6668.

Sincerely,

A handwritten signature in black ink that reads "Dr. Theresa M. Daniel".

Dr. Theresa M. Daniel
Dallas County Commissioner 1

MICHAEL S. RAWLINGS
Mayor of Dallas



February 28, 2019

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

Dear Secretary Chao:

I am pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the Interstate Highway (IH) 30 Rockwall County – Lake Ray Hubbard Bridge Project.

IH 30 is a vital transportation corridor that sustains the local, regional, and state economy. Within the North Central Texas region, the corridor also serves as a principal route for local commuters providing access to several key highways and other transportation facilities. Due to the geography of Lake Ray Hubbard, which isolates the IH 30 from any substantial parallel roadway capacity for miles on either side, its vulnerability for closure during accidents or severe weather events regularly exacerbates severe congestion.

The project would complete construction of a continuous six-lane frontage road system that fully crosses Lake Ray Hubbard adjacent to the existing IH 30 freeway. Having this capacity is essential to preserving the IH 30 corridor's long-term viability to accommodate increased trips for both passenger vehicles and goods movement along this critical segment between Rockwall County and eastern Dallas County. Proposed interchange configurations at the project end points will also enable vehicles to cross the lake without having to use the highway itself, creating greater overall connectivity, improved reliability and more efficient incident management. Additionally, the project includes a barrier-separated sidewalk and shared-use path along the frontage road bridges, each consistent with the Regional Transportation Council's (RTC) Regional Veloweb recommendations for improved bicycle and pedestrian accommodations for the cities of Garland, Rowlett and Rockwall.

The project elements described above will support enhanced accessibility and increased attractiveness for economic development compatible with Lake Ray Hubbard's

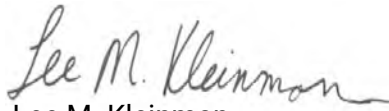
emergence as a significant tourism destination and quality of life asset for the eastern part of the North Central Texas region. The identified improvements for this section of IH 30 are both included in and consistent with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

We greatly appreciate your time and consideration for this project. If you have any questions, please contact Scott Goldstein, Chief of Policy and Communications, at 214.670.7977.

Best regards,



Michael S. Rawlings
Mayor



Lee M. Kleinman
Dallas City Council, District 11
Chair, Ad Hoc Legislative Committee



February 28, 2019

Jeffery Neal
Program Manager
NCTCOG – MPO
Arlington, Texas
Via Email: jneal@nctcog.org

Re: LETTER OF SUPPORT FOR I-30 PROJECT

Dear Mr. Neal:

Please let this letter serve as Fate's support for the widening and reconstruction of I-30 through the City of Fate in Rockwall County. Furthermore, the City of Fate supports the project moving forward with our neighboring jurisdictions and thanks the NCTCOG and TXDOT for their assistance.

The I-30 corridor has been the scene of the only traffic fatalities we have had in Fate over the last several years, including massive car pile-ups, truck accidents, and even tragic auto-pedestrian deaths. The I-30 improvements are logical and needed today to facilitate interstate transport logistics, tourism, and the movement of the local population. I-30 is a superior place to add capacity versus the creation of new tollways through undeveloped areas. For these reasons, the City of Fate supports the widening and rebuilding of I-30 within our jurisdiction.

If you have any further questions, please feel free to contact my office at (972) 771-4601.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Kovacs".

Michael Kovacs
City Manager

Capitol Office:
P.O. Box 12068
Austin, Texas 78711
Phone: (512) 463-0102
Fax: (512) 463-7202

Canton Office:
17585 State Highway 19, Suite 200
Canton, Texas 75103
Phone: (903) 567-0531
Fax: (903) 567-0533



SENATOR BOB HALL
DISTRICT 2

Rockwall Office:
Alliance Building #2
6537 Horizon Road, Suite B-1
Rockwall, Texas 75082
Phone: (972) 722-3131
Fax: (972) 722-3132

Greenville Office:
2816 Lee Street, Suite A
Greenville, Texas 75401
Phone: (903) 454-2880
Fax: (903) 454-2885

February 25, 2019

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

Dear Secretary Chao:

I am pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the Interstate Highway (IH) 30 Rockwall County – Lake Ray Hubbard Bridge Project.

IH 30 is a vital transportation corridor that sustains the local, regional, and state economy. Within the North Central Texas region, the corridor also serves as a principal route for local commuters providing access to several key highways and other transportation facilities. This project involves the eastern section of IH 30 as it crosses Lake Ray Hubbard. Due to the geography of the lake, which isolates the highway from any substantial parallel roadway capacity for miles on either side, its vulnerability for closure during accidents or severe weather events regularly exacerbates severe congestion.

The project would complete construction of a continuous six-lane frontage road system that fully crosses Lake Ray Hubbard adjacent to the existing IH 30 freeway between Dalrock Road and Farm-to-Market Road (FM) 740. Having this capacity is essential to preserving the IH 30 corridor's long-term viability to accommodate increased trips for both passenger vehicles and goods movement along this critical segment between Rockwall County and eastern Dallas County. Proposed interchange configurations at the project end points will also enable vehicles to cross the lake without having to use the highway itself, creating greater overall connectivity, improved reliability and more efficient incident management. Additionally, the project includes a barrier-separated sidewalk and shared-use path along the frontage road bridges, each consistent with the Regional Transportation Council's (RTC) Regional Veloweb recommendations for improved bicycle and pedestrian accommodations for the cities of Garland, Rowlett and Rockwall.

The project elements described above will support enhanced accessibility and increased attractiveness for economic development compatible with Lake Ray Hubbard's emergence as a significant tourism destination and quality of life asset for the eastern part of the North Central Texas region. The identified improvements for this section of IH 30 are both included in and consistent with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

Again, I fully supports the 2019 INFRA grant application submitted by NCTCOG for the IH 30 Rockwall County – Lake Ray Hubbard Bridge Project. We greatly appreciate your time and consideration for this project, and if you have any questions, please contact me at 512.463.0102.

Sincerely,

A handwritten signature in black ink that reads "Bob Hall".

Bob Hall
Senator



Senate Committees:
Agriculture Chair, Veteran Affairs & Border Security Vice-Chair
Education, Nominations, State Affairs





NATHAN JOHNSON
STATE SENATOR • DISTRICT 16

February 26, 2019

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

Dear Secretary Chao:

I am pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the Interstate Highway (IH) 30 Rockwall County – Lake Ray Hubbard Bridge Project.

IH 30 is a vital transportation corridor that sustains the local, regional, and state economy. Within the North Central Texas region, the corridor also serves as a principal route for local commuters providing access to several key highways and other transportation facilities. This project involves the eastern section of IH 30 as it crosses Lake Ray Hubbard. Due to the geography of the lake, which isolates the highway from any substantial parallel roadway capacity for miles on either side, its vulnerability for closure during accidents or severe weather events regularly exacerbates severe congestion.

The project would complete construction of a continuous six-lane frontage road system that fully crosses Lake Ray Hubbard adjacent to the existing IH 30 freeway between Dalrock Road and Farm-to-Market Road (FM) 740. Having this capacity is essential to preserving the IH 30 corridor's long-term viability to accommodate increased trips for both passenger vehicles and goods movement along this critical segment between Rockwall County and eastern Dallas County. Proposed interchange configurations at the project end points will also enable vehicles to cross the lake without having to use the highway itself, creating greater overall connectivity, improved reliability and more efficient incident management. Additionally, the project includes a barrier-separated sidewalk and shared-use path along the frontage road bridges, each consistent with the Regional Transportation Council's (RTC) Regional Veloweb recommendations for improved bicycle and pedestrian accommodations for the cities of Garland, Rowlett and Rockwall.





NATHAN JOHNSON
STATE SENATOR • DISTRICT 16

The project elements described above will enhance accessibility and increase attractiveness for economic development compatible with Lake Ray Hubbard's emergence as a significant tourism destination and quality of life asset for the eastern part of the North Central Texas region. The identified improvements for this section of IH 30 are both included in and consistent with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

For these reasons, I fully support fully supports the 2019 INFRA grant application submitted by NCTCOG for the IH 30 Rockwall County – Lake Ray Hubbard Bridge Project. We greatly appreciate your time and consideration for this project, and if you have any questions, please contact me at 512-463-0116.

Sincerely,

A handwritten signature in black ink, appearing to read "Nathan Johnson", written over a horizontal line.

State Senator Nathan Johnson, District 19

NMJ/ja



Congress of the United States
House of Representatives
Washington, DC 20515

February 26, 2019

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

Dear Secretary Chao:

It was recently brought to my attention that the North Central Texas Council of Governments (NCTCOG) has applied for the US Department of Transportation's 2019 Infrastructure for Rebuilding America (INFRA) grant to support Interstate Highway (IH) 30 Rockwall County – Lake Ray Hubbard Bridge Project.

IH 30 is a transportation corridor that serves as a principal route for local commuters providing access to several key highways and other transportation facilities. This project involves the eastern section of IH 30 as it crosses Lake Ray Hubbard. It is my understanding that due to the geography of the lake, which isolates the highway from any substantial parallel roadway capacity for miles on either side, its vulnerability for closure during accidents or severe weather events regularly exacerbates severe congestion.

The project would complete construction of a continuous six-lane frontage road system that fully crosses Lake Ray Hubbard adjacent to the existing IH 30 freeway between Dalrock Road and Farm-to-Market Road (FM) 740. This capacity would help preserve the IH 30 corridor's long-term viability to accommodate increased trips for both passenger vehicles and goods movement along this critical segment between Rockwall County and eastern Dallas County. Proposed interchange configurations at the project end points will also enable vehicles to cross the lake without having to use the highway itself. Additionally, the project includes a barrier-separated sidewalk and shared-use path along the frontage road bridges, each consistent with the Regional Transportation Council's (RTC) Regional Veloweb recommendations for improved bicycle and pedestrian accommodations for the cities of Garland, Rowlett and Rockwall.

It is also my understanding that the project elements described above will support enhanced accessibility and increased attractiveness for economic development compatible with Lake Ray Hubbard's emergence as a significant tourism destination and quality of life asset for the eastern part of the North Central Texas region. The identified improvements for this section of IH 30 are both included in and consistent with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

For any further questions regarding NCTCOG's grant application, in accordance with existing agency rules, regulations, and ethical guidelines, please contact Kyle Roy, Communications Coordinator, at (817)-704-5610 or kroy@nctcog.org

Sincerely,

A handwritten signature in blue ink that reads "John Ratcliffe". The signature is written in a cursive style with a large, looping initial "J".

John Ratcliffe
Member of Congress



DAVID SWEET
ROCKWALL COUNTY JUDGE

February 19, 2019

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

Dear Secretary Chao:

Rockwall County is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the Interstate Highway (IH) 30 Rockwall County – Lake Ray Hubbard Bridge Project.

IH 30 is a vital transportation corridor that sustains the local, regional, and state economy. Within the North Central Texas region, the corridor also serves as a principal route for local commuters providing access to several key highways and other transportation facilities. This project involves the eastern section of IH 30 as it crosses Lake Ray Hubbard. Due to the geography of the lake, which isolates the highway from any substantial parallel roadway capacity for miles on either side, its vulnerability for closure during accidents or severe weather events regularly exacerbates severe congestion.

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The project elements described above will support enhanced accessibility and increased attractiveness for economic development compatible with Lake Ray Hubbard's emergence as a significant tourism destination and quality of life asset for the eastern part of the North Central Texas region. The identified improvements for this section of IH 30 are both included in and consistent with [Mobility 2045: The Metropolitan Transportation Plan for North Central Texas](#).

Again, Rockwall County fully supports the 2019 INFRA grant application submitted by NCTCOG for the IH 30 Rockwall County – Lake Ray Hubbard Bridge Project. We greatly appreciate your time and consideration for this project, and if you have any questions, please contact 972-204-6000.

Sincerely,

A handwritten signature in black ink, appearing to read "David Sweet".

David Sweet
Rockwall County Judge



City of Rockwall
The New Horizon

February 15, 2019

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

Dear Secretary Chao:

City of Rockwall is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the Interstate Highway (IH) 30 Rockwall County – Lake Ray Hubbard Bridge Project.

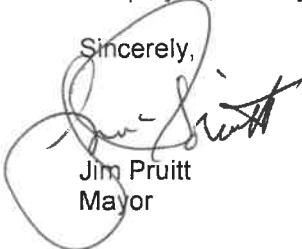
IH 30 is a vital transportation corridor that sustains the local, regional, and state economy. Within the North Central Texas region, the corridor also serves as a principal route for local commuters providing access to several key highways and other transportation facilities. This project involves the eastern section of IH 30 as it crosses Lake Ray Hubbard. Due to the geography of the lake, which isolates the highway from any substantial parallel roadway capacity for miles on either side, its vulnerability for closure during accidents or severe weather events regularly exacerbates severe congestion.

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The project elements described above will support enhanced accessibility and increased attractiveness for economic development compatible with Lake Ray Hubbard's emergence as a significant tourism destination and quality of life asset for the eastern part of the North Central Texas region. The identified improvements for this section of IH 30 are both included in and consistent with [Mobility 2045: The Metropolitan Transportation Plan for North Central Texas](#).

Again, City of Rockwall fully supports the 2019 INFRA grant application submitted by NCTCOG for the IH 30 Rockwall County – Lake Ray Hubbard Bridge Project. We greatly appreciate your time and consideration for this project, and if you have any questions, please contact me at 972-771-7700 or jimpruitt@rockwall.com.

Sincerely,



Jim Pruitt
Mayor

Mayor ~ Tammy Dana-Bashian
Mayor Pro Tem ~ Martha Brown
Deputy Mayor Pro Tem ~
Matt Grubisich
City Council ~
Robert Blake Margolis
Brownie Sherrill
Debby Bobbitt
Pamela Bell
City Manager ~ Brian Funderburk



City of Rowlett ~ www.rowlett.com
4000 Main Street Rowlett, TX 75088
Phone ~ 972.412.6100 Fax ~ 972.412.6118

A well-planned lakeside community
of quality neighborhoods,
distinctive amenities,
diverse employment, and
cultural charm.
THE place to live, work and play.

February 20, 2019

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

Dear Secretary Chao:

The City of Rowlett is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the Interstate Highway (IH) 30 Rockwall County – Lake Ray Hubbard Bridge Project.

IH 30 is a vital transportation corridor that sustains the local, regional, and state economy. Within the North Central Texas region, the corridor also serves as a principal route for local commuters providing access to several key highways and other transportation facilities. This project involves the eastern section of IH 30 as it crosses Lake Ray Hubbard. Due to the geography of the lake, which isolates the highway from any substantial parallel roadway capacity for miles on either side, its vulnerability for closure during accidents or severe weather events regularly exacerbates severe congestion.

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The project elements described above will support enhanced accessibility and increased attractiveness for economic development compatible with Lake Ray Hubbard's emergence as a significant tourism destination and quality of life asset for the eastern part of the North Central Texas region. The identified improvements for this section of IH-30 are both included in and consistent with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

Again, the City of Rowlett fully supports the 2019 INFRA grant application submitted by NCTCOG for the IH 30 Rockwall County – Lake Ray Hubbard Bridge Project. We greatly appreciate your time and consideration for this project, and if you have any questions, please contact City Manager Brian Funderburk at 972.412.6113 or bfunderburk@rowlett.com.

Sincerely,

A handwritten signature in blue ink that reads "Tammy Dana-Bashian".

Tammy Dana-Bashian
Mayor, City of Rowlett





Carl L. Alsabrook
City Manager
City Hall
305 N. Arch St/P. O. Box 638
Royse City, Texas 75189
972-524-4824
Fax 972-635-2434
calsabrook@roysecity.com

February 28, 2019

Jeffrey Neal
Program Manager
NCTCOG-MPO
Arlington, Texas

Ref: Letter of support for I-30 expansion project

Mr. Neal,

Please allow this letter serve as Royse City's support for widening and reconstruction of I-30 through the city of Royse City in Rockwall County. We thank NCTCOG and TxDot for their assistance.

Expansion of I-30 is important to Royse City. Accidents occur regularly along this stretch of highway. Expansion is also vital for our continued economic development success. The I-30 improvements are a brilliant solution and will offer the further facilitation of interstate transport logistics, tourism, consumerism and movement of the local population.

If you have further questions, or if I can be of further assistance, please feel free to contact me personally at (972) 524-4825.

Respectfully,

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

Carl Alsabrook
City Manager

United States Senate

WASHINGTON, DC 20510-4305

March 4, 2019

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

Dear Secretary Chao:

I am writing to express my support for the Infrastructure for Rebuilding America (INFRA) application for the North Texas Strategic National Highway System (NHS) Bridge Program submitted to the Department of Transportation by the North Central Texas Council of Governments (NCTCOG).

As you and your staff review the proposal, I trust you will give full consideration to the many strengths of this application. As you may know, the United States Census Bureau named the Dallas-Fort Worth-Arlington metropolitan area as the largest growing area in the country in 2018. In an effort to accommodate and maintain this growth, the NCTCOG seeks to repair or replace fourteen of North Texas' most deficient bridges in Dallas, Denton, Hunt, Johnson, Kaufman, Parker, and Tarrant counties. This grant, if awarded, would enable NCTCOG to upgrade these NHS bridges to meet current safety design standards, as well as add general-purpose lanes, improve bridge alignment, and install bridge medians, railings, shoulders, and illumination. These improvements are necessary to ensure surface transportation system reliability in the region.

I would appreciate your efforts to ensure that I am kept informed of the progress of this application. Please contact Andrea McGee (Andrea_McGee@cornyn.senate.gov), my Grants Coordinator, with any developments regarding this proposal as soon as they are available.

Thank you for your assistance and consideration.

Sincerely,



JOHN CORNYN
United States Senator



COMMISSIONER DR. THERESA M. DANIEL ROAD & BRIDGE DISTRICT 1

February 26, 2019

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

Dallas County is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Strategic National Highway System (NHS) Bridge Program.

This program will involve the repair or replacement of fourteen of the North Texas region's most deficient bridges in the counties of Dallas, Denton, Hunt, Johnson, Kaufman, Parker and Tarrant. All of these bridge projects will be located on or across roadways that are currently designated on the NHS, and construction would be expedited through partnership with the Texas Department of Transportation (TXDOT).

In addition to meeting national performance goals to maintain highway infrastructure in a state of good repair and to ensure surface transportation system reliability, the North Texas Strategic NHS Bridge Program will enhance safety by upgrading these obsolete or deficient bridges to meet current safety design standards. Other proposed improvements associated with this program of bridge construction projects include the addition of general-purpose lanes to meet future traffic demand; improvements to vertical curvature and horizontal alignment; the installation of bridge medians, railings, shoulders and illumination; and the provision of bicycle and pedestrian accommodations. Any new roadway capacity and/or multimodal accommodations would be consistent with recommendations from Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

We believe the North Texas Strategic NHS Bridge Program meets the key objectives of the INFRA Grant Program in supporting economic vitality, leveraging Federal funding, encouraging innovation, and ensuring performance and accountability. To further demonstrate its support for the NHS, the Regional Transportation Council (RTC) for the NCTCOG has recently adopted a policy statement to focus on funding and programming that can address "poor condition" NHS bridges in support of TxDOT bridge performance targets. TxDOT has expressed confidence that it can meet the INFRA obligation and construction deadlines for the proposed system of projects. Additionally, programmed State funds leveraged by potential INFRA Grant funds would build momentum for addressing other deteriorating bridges across the region and State.

Again, Dallas County fully supports the FY 2019 INFRA Grant application submitted by NCTCOG for the North Texas Strategic NHS Bridge Program. If you have any questions, please contact me at 214-653-6668.

Sincerely,

A handwritten signature in black ink that reads "Dr. Theresa M. Daniel".

Dr. Theresa M. Daniel
Dallas County Commissioner 1



DALLAS COUNTY JUDGE CLAY LEWIS JENKINS

February 27, 2019

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

Dear Secretary Chao:

Dallas County is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Strategic National Highway System (NHS) Bridge Program.

This program will involve the repair or replacement of fourteen of the North Texas region's most deficient bridges in the counties of Dallas, Denton, Hunt, Johnson, Kaufman, Parker and Tarrant. All of these bridge projects will be located on or across roadways that are currently designated on the NHS, and construction would be expedited through partnership with the Texas Department of Transportation (TXDOT).

In addition to meeting national performance goals to maintain highway infrastructure in a state of good repair and to ensure surface transportation system reliability, the North Texas Strategic NHS Bridge Program will enhance safety by upgrading these obsolete or deficient bridges to meet current safety design standards. Other proposed improvements associated with this program of bridge construction projects include the addition of general-purpose lanes to meet future traffic demand; improvements to vertical curvature and horizontal alignment; the installation of bridge medians, railings, shoulders and illumination; and the provision of bicycle and pedestrian accommodations. Any new roadway capacity and/or multimodal accommodations would be consistent with recommendations from Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

We believe the North Texas Strategic NHS Bridge Program meets the key objectives of the INFRA Grant Program in supporting economic vitality, leveraging Federal funding, encouraging innovation, and ensuring performance and accountability. To further demonstrate its support for the NHS, the Regional Transportation Council (RTC) for the NCTCOG has recently adopted a policy statement to focus on funding and programming that can address "poor condition" NHS bridges in support of TxDOT bridge performance targets. TxDOT has expressed confidence that it can meet the INFRA obligation and construction deadlines for the proposed system of projects.

Dallas County Administration Building
clay.jenkins@dallascounty.org
Dallas, TX 75202

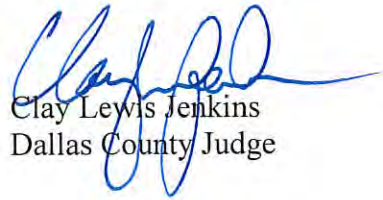
411 Elm Street

(214) 653-7949

Additionally, programmed State funds leveraged by potential INFRA Grant funds would build momentum for addressing other deteriorating bridges across the region and State.

Again, Dallas County fully supports the FY 2019 INFRA Grant application submitted by NCTCOG for the North Texas Strategic NHS Bridge Program. If you have any questions, please contact me at 214-653-7949.

Sincerely,



Clay Lewis Jenkins
Dallas County Judge

MICHAEL S. RAWLINGS
Mayor of Dallas



February 28, 2019

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

I am pleased to support the U.S. DOT 2019 Infrastructure for Rebuilding America (INFRA) Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Strategic National Highway System (NHS) Bridge Program.

This program will involve the repair or replacement of fourteen of the North Texas region's most deficient bridges in the counties of Dallas, Denton, Hunt, Johnson, Kaufman, Parker and Tarrant. All projects will be located on or across current NHS roadways, and construction would be expedited through partnership with the Texas Department of Transportation (TXDOT).

In addition to meeting national performance goals to maintain highway infrastructure in a state of good repair and to ensure surface transportation system reliability, the North Texas Strategic NHS Bridge Program will enhance safety by upgrading these obsolete or deficient bridges to meet current safety design standards. Other proposed improvements associated with this program of bridge construction projects include the addition of general-purpose lanes to meet future traffic demand; improvements to vertical curvature and horizontal alignment; the installation of bridge medians, railings, shoulders and illumination; and the provision of bicycle and pedestrian accommodations. Any new capacity and/or accommodations would be consistent with recommendations from [Mobility 2045: The Metropolitan Transportation Plan for North Central Texas](#).

We believe the North Texas Strategic NHS Bridge Program meets the key objectives of the INFRA Grant Program in supporting economic vitality, leveraging Federal funding, encouraging innovation, and ensuring performance and accountability. To further demonstrate its support for the NHS, the Regional Transportation Council (RTC) for the NCTCOG has recently adopted a policy statement to focus on funding and programming that can address "poor condition" NHS bridges in support of TxDOT bridge performance

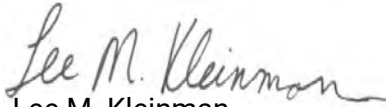
targets. TxDOT has expressed confidence that it can meet the INFRA obligation and construction deadlines for the proposed system of projects. Additionally, programmed State funds leveraged by potential INFRA Grant funds would build momentum for addressing other deteriorating bridges across the region and State.

Thank you for your consideration of this application. If you have any questions, please contact Scott Goldstein, Chief of Policy and Communications, at 214.670.7977.

Best regards,



Michael S. Rawlings
Mayor



Lee M. Kleinman
Dallas City Council, District 11
Chair, Ad Hoc Legislative Committee



Andy Eads
Denton County Judge

February 28, 2019

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao,

Denton County is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Strategic National Highway System (NHS) Bridge Program.

This program will involve the repair or replacement of fourteen of the North Texas region's most deficient bridges in the counties of Dallas, Denton, Hunt, Johnson, Kaufman, Parker and Tarrant. All of these bridge projects will be located on or across roadways that are currently designated on the NHS, and construction would be expedited through partnership with the Texas Department of Transportation (TXDOT).

In addition to meeting national performance goals to maintain highway infrastructure in a state of good repair and to ensure surface transportation system reliability, the North Texas Strategic NHS Bridge Program will enhance safety by upgrading these obsolete or deficient bridges to meet current safety design standards. Other proposed improvements associated with this program of bridge construction projects include the addition of general-purpose lanes to meet future traffic demand; improvements to vertical curvature and horizontal alignment; the installation of bridge medians, railings, shoulders and illumination; and the provision of bicycle and pedestrian accommodations. Any new roadway capacity and/or multimodal accommodations would be consistent with recommendations from Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

We believe the North Texas Strategic NHS Bridge Program meets the key objectives of the INFRA Grant Program in supporting economic vitality, leveraging Federal funding, encouraging innovation, and ensuring performance and accountability. To further demonstrate its support for the NHS, the Regional Transportation Council (RTC) for the NCTCOG has recently adopted a policy statement to focus on funding and programming that can address "poor condition" NHS bridges in support of TxDOT bridge performance targets. TxDOT has expressed confidence that it can meet the INFRA obligation and construction deadlines for the proposed system of projects. Additionally, programmed State funds leveraged by potential INFRA Grant funds would build momentum for addressing other deteriorating bridges across the region and State.

Again, Denton County fully supports the FY 2019 INFRA Grant application submitted by NCTCOG for the North Texas Strategic NHS Bridge Program. If you have any questions, please contact my office.

Sincerely,

A handwritten signature in blue ink that reads "Andy Eads". The signature is written in a cursive, flowing style.

Andy Eads
Denton County Judge

SENIOR DEMOCRATIC WHIP
DEAN
TEXAS CONGRESSIONAL DELEGATION
CHAIRWOMAN
COMMITTEE ON SCIENCE, SPACE
AND TECHNOLOGY
COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT
SUBCOMMITTEE ON WATER
RESOURCES & ENVIRONMENT
SUBCOMMITTEE ON AVIATION
SUBCOMMITTEE ON RAILROADS,
PIPELINES, AND HAZARDOUS MATERIALS
CONGRESSIONAL BLACK CAUCUS
CHAIR, 107TH CONGRESS



Eddie Bernice Johnson
Congress of the United States
30th District, Texas

PLEASE RESPOND TO:
WASHINGTON OFFICE:
2306 RAYBURN BUILDING
WASHINGTON, DC 20515-4330
(202) 225-8885
DALLAS OFFICE:
1825 MARKET CENTER BOULEVARD
SUITE 440
DALLAS, TX 75207
(214) 922-8885
WWW.HOUSE.GOV/EBJOHNSON/
TWITTER.COM/REPEBJ
FACEBOOK.COM/CONGRESSWOMANEJTX30
YOUTUBE.COM/REPEBJ
INSTAGRAM.COM/REPEBJ

February 26, 2019

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

I am pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Strategic National Highway System (NHS) Bridge Program.

This program will involve the repair or replacement of fourteen of the North Texas region's most deficient bridges in the counties of Dallas, Denton, Hunt, Johnson, Kaufman, Parker and Tarrant. All of these bridge projects will be located on or across roadways that are currently designated on the NHS, and construction would be expedited through partnership with the Texas Department of Transportation (TXDOT).

In addition to meeting national performance goals to maintain highway infrastructure in a state of good repair and to ensure surface transportation system reliability, the North Texas Strategic NHS Bridge Program will enhance safety by upgrading these obsolete or deficient bridges to meet current safety design standards. Other proposed improvements associated with this program of bridge construction projects include the addition of general-purpose lanes to meet future traffic demand; improvements to vertical curvature and horizontal alignment; the installation of bridge medians, railings, shoulders and illumination; and the provision of bicycle and pedestrian accommodations. Any new roadway capacity and/or multimodal accommodations would be consistent with recommendations from Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

The North Texas Strategic NHS Bridge Program meets the key objectives of the INFRA Grant Program in supporting economic vitality, leveraging Federal funding, encouraging innovation, and ensuring performance and accountability. To further demonstrate its support for the NHS, the Regional Transportation Council (RTC) for the NCTCOG has recently adopted a policy statement to focus on funding and programming that can address “poor condition” NHS bridges in support of TxDOT bridge performance targets. TxDOT has expressed confidence that it can meet the INFRA obligation and construction deadlines for the proposed system of projects. Additionally, programmed State funds leveraged by potential INFRA Grant funds would build momentum for addressing other deteriorating bridges across the region and State.

Again, I fully support the FY 2019 INFRA Grant application submitted by NCTCOG for the North Texas Strategic NHS Bridge Program. If you have any questions, please contact Jonathan Jackson in my Washington, D.C. office at 202-225-8885.

Sincerely,



Eddie Bernice Johnson
Member of Congress



February 27, 2019

SENATOR PAT FALLON

NORTH TEXAS ★ DISTRICT 30

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

Our office is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Strategic National Highway System (NHS) Bridge Program.

This program will involve the repair or replacement of fourteen of the North Texas region's most deficient bridges in the counties of Dallas, Denton, Hunt, Johnson, Kaufman, Parker and Tarrant. All of these bridge projects will be located on or across roadways that are currently designated on the NHS, and construction would be expedited through partnership with the Texas Department of Transportation (TXDOT).

In addition to meeting national performance goals to maintain highway infrastructure in a state of good repair and to ensure surface transportation system reliability, the North Texas Strategic NHS Bridge Program will enhance safety by upgrading these obsolete or deficient bridges to meet current safety design standards. Other proposed improvements associated with this program of bridge construction projects include the addition of general-purpose lanes to meet future traffic demand; improvements to vertical curvature and horizontal alignment; the installation of bridge medians, railings, shoulders and illumination; and the provision of bicycle and pedestrian accommodations. Any new roadway capacity and/or multimodal accommodations would be consistent with recommendations from Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

We believe the North Texas Strategic NHS Bridge Program meets the key objectives of the INFRA Grant Program in supporting economic vitality, leveraging Federal funding, encouraging innovation, and ensuring performance and accountability. To further demonstrate its support for the NHS, the Regional Transportation Council (RTC) for the NCTCOG has recently adopted a policy statement to focus on funding and programming that can address "poor condition" NHS bridges in support of TxDOT bridge performance targets. TxDOT has expressed confidence that it can meet the INFRA obligation and construction deadlines for the proposed system of projects. Additionally, programmed State funds leveraged by potential INFRA Grant funds would build momentum for addressing other deteriorating bridges across the region and State.

Again, our office fully supports the FY 2019 INFRA Grant application submitted by NCTCOG for the North Texas Strategic NHS Bridge Program. If you have any questions, please contact our office at 512-463-0130.

For Texas and Liberty,

A handwritten signature in black ink, appearing to read "Pat Fallon".

Pat Fallon, Member
State Senator - District 30

CAPITOL OFFICE:
ROOM GE.7
P.O. Box 12068
AUSTIN, TEXAS 78711
(512) 463-0130



Pat.Fallon@Senate.Texas.Gov

DISTRICT OFFICE:
3305 SOUTH MAYHILL RD.
SUITE 125
DENTON, TEXAS 76208
(940) 320-6782



KAY GRANGER
UNITED STATES CONGRESS

February 26, 2019

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

I am writing to offer my support for the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Strategic National Highway System (NHS) Bridge Program.

This program will involve the repair or replacement of fourteen of the North Texas region's most deficient bridges in the counties of Dallas, Denton, Hunt, Johnson, Kaufman, Parker and Tarrant. These bridge projects will be located on or across roadways that are currently designated on the NHS, and construction would be expedited through partnership with the Texas Department of Transportation.

In addition to meeting national performance goals to maintain highway infrastructure in a state of good repair and to ensure surface transportation system reliability, the North Texas Strategic NHS Bridge Program will enhance safety by upgrading obsolete or deficient bridges to meet current safety design standards. Other proposed improvements with this program include the addition of general-purpose lanes; improvements to bridge medians, railings, shoulders and illumination with provisions for bicycle and pedestrian accommodations.

This grant request deserves every consideration if doing so would be consistent with applicable law, rules, and regulations. If I may be of further assistance or answer any questions, please do not hesitate to contact my office.

Sincerely,



Kay Granger
Member of Congress



HUNT COUNTY
★ TEXAS ★

BOBBY W. STOVALL
Hunt County Judge

Amanda L. Blankenship
Executive Assistant

903.408.4146
903.408.4299 Fax

Post Office Box 1097
Greenville, TX
75403-1097

February 28, 2019

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

Hunt County is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Strategic National Highway System (NHS) Bridge Program.

This program will involve the repair or replacement of fourteen of the North Texas region's most deficient bridges in the counties of Dallas, Denton, Hunt, Johnson, Kaufman, Parker and Tarrant. All of these bridge projects will be located on or across roadways that are currently designated on the NHS, and construction would be expedited through partnership with the Texas Department of Transportation (TXDOT).

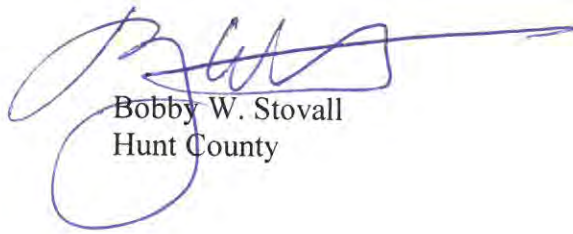
In addition to meeting national performance goals to maintain highway infrastructure in a state of good repair and to ensure surface transportation system reliability, the North Texas Strategic NHS Bridge Program will enhance safety by upgrading these obsolete or deficient bridges to meet current safety design standards. Other proposed improvements associated with this program of bridge construction projects include the addition of general-purpose lanes to meet future traffic demand; improvements to vertical curvature and horizontal alignment; the installation of bridge medians, railings, shoulders and illumination; and the provision of bicycle and pedestrian accommodations. Any new roadway capacity and/or multimodal accommodations would be consistent with recommendations from Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

We believe the North Texas Strategic NHS Bridge Program meets the key objectives of the INFRA Grant Program in supporting economic vitality, leveraging Federal funding, encouraging innovation, and ensuring performance and accountability. To further demonstrate its support for the NHS, the Regional Transportation Council (RTC) for the NCTCOG has recently adopted a policy statement to focus on funding and programming that can address "poor condition" NHS bridges in support of TxDOT

bridge performance targets. TxDOT has expressed confidence that it can meet the INFRA obligation and construction deadlines for the proposed system of projects. Additionally, programmed State funds leveraged by potential INFRA Grant funds would build momentum for addressing other deteriorating bridges across the region and State.

Again, Hunt County fully supports the FY 2019 INFRA Grant application submitted by NCTCOG for the North Texas Strategic NHS Bridge Program. If you have any questions, please contact my office at 903-408-4146.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bobby W. Stovall", with a long horizontal flourish extending to the right.

Bobby W. Stovall
Hunt County

**ROGER HARMON
JOHNSON COUNTY JUDGE**

**Carla Hester, Administrative Assistant
Rexann Knowles, Budget Coordinator**



**Abby Nino, Secretary
Amber Neathery, Receptionist**

#2 Main St – Johnson County Courthouse, Cleburne, Texas 76033

February 26, 2019

**The Honorable Elaine L. Chao
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590**

Dear Secretary Chao:

Johnson County is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Strategic National Highway System (NHS) Bridge Program.

This program will involve the repair or replacement of fourteen of the North Texas region's most deficient bridges in the counties of Dallas, Denton, Hunt, Johnson, Kaufman, Parker and Tarrant. All of these bridge projects will be located on or across roadways that are currently designated on the NHS, and construction would be expedited through partnership with the Texas Department of Transportation (TXDOT).

In addition to meeting national performance goals to maintain highway infrastructure in a state of good repair and to ensure surface transportation system reliability, the North Texas Strategic NHS Bridge Program will enhance safety by upgrading these obsolete or deficient bridges to meet current safety design standards. Other proposed improvements associated with this program of bridge construction projects include the addition of general-purpose lanes to meet future traffic demand; improvements to vertical curvature and horizontal alignment; the installation of bridge medians, railings, shoulders and illumination; and the provision of bicycle and pedestrian accommodations. Any new roadway capacity and/or multimodal accommodations would be consistent with recommendations from Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

We believe the North Texas Strategic NHS Bridge Program meets the key objectives of the INFRA Grant Program in supporting economic vitality, leveraging Federal funding, encouraging innovation, and ensuring performance and accountability. To further

demonstrate its support for the NHS, the Regional Transportation Council (RTC) for the NCTCOG has recently adopted a policy statement to focus on funding and programming that can address "poor condition" NHS bridges in support of TxDOT bridge performance targets. TxDOT has expressed confidence that it can meet the INFRA obligation and construction deadlines for the proposed system of projects. Additionally, programmed State funds leveraged by potential INFRA Grant funds would build momentum for addressing other deteriorating bridges across the region and State.

Again, Johnson County fully supports the FY 2019 INFRA Grant application submitted by NCTCOG for the North Texas Strategic NHS Bridge Program. If you have any questions, please contact County Judge, Roger Harmon at 817-556-6360.

Sincerely,

A handwritten signature in black ink, appearing to read "Roger Harmon". The signature is written in a cursive, flowing style.

Roger Harmon
County Judge



Hal Richards
COUNTY JUDGE

KAUFMAN COUNTY
KAUFMAN, TEXAS 75142

February 22, 2019

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

Kaufman County is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Strategic National Highway System (NHS) Bridge Program.

This program will involve the repair or replacement of fourteen of the North Texas region's most deficient bridges in the counties of Dallas, Denton, Hunt, Johnson, Kaufman, Parker and Tarrant. All of these bridge projects will be located on or across roadways that are currently designated on the NHS, and construction would be expedited through partnership with the Texas Department of Transportation (TXDOT).

In addition to meeting national performance goals to maintain highway infrastructure in a state of good repair and to ensure surface transportation system reliability, the North Texas Strategic NHS Bridge Program will enhance safety by upgrading these obsolete or deficient bridges to meet current safety design standards. Other proposed improvements associated with this program of bridge construction projects include the addition of general-purpose lanes to meet future traffic demand; improvements to vertical curvature and horizontal alignment; the installation of bridge medians, railings, shoulders and illumination; and the provision of bicycle and pedestrian accommodations. Any new roadway capacity and/or multimodal accommodations would be consistent with recommendations from Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

We believe the North Texas Strategic NHS Bridge Program meets the key objectives of the INFRA Grant Program in supporting economic vitality, leveraging Federal funding, encouraging innovation, and ensuring performance and accountability. To further demonstrate its support for the NHS, the Regional Transportation Council (RTC) for the NCTCOG has recently adopted a

policy statement to focus on funding and programming that can address "poor condition" NHS bridges in support of TxDOT bridge performance targets. TxDOT has expressed confidence that it can meet the INFRA obligation and construction deadlines for the proposed system of projects. Additionally, programmed State funds leveraged by potential INFRA Grant funds would build momentum for addressing other deteriorating bridges across the region and State.

Again, Kaufman County fully supports the FY 2019 INFRA Grant application submitted by NCTCOG for the North Texas Strategic NHS Bridge Program. If you have any questions, please contact me at 469-376-4137

Sincerely,

A handwritten signature in blue ink that reads "Hal Richards". The signature is written in a cursive, flowing style.

Hal Richards
Kaufman County Judge



NATHAN JOHNSON
STATE SENATOR • DISTRICT 16

February 26, 2019

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

I am pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Strategic National Highway System (NHS) Bridge Program.

This program will involve the repair or replacement of fourteen of the North Texas region's most deficient bridges in the counties of Dallas, Denton, Hunt, Johnson, Kaufman, Parker and Tarrant. All of these bridge projects will be located on or across roadways that are currently designated on the NHS, and construction would be expedited through partnership with the Texas Department of Transportation (TXDOT).

In addition to meeting national performance goals to maintain highway infrastructure in a state of good repair and to ensure surface transportation system reliability, the North Texas Strategic NHS Bridge Program will enhance safety by upgrading these obsolete or deficient bridges to meet current safety design standards. Other proposed improvements associated with this program of bridge construction projects include the addition of general-purpose lanes to meet future traffic demand; improvements to vertical curvature and horizontal alignment; the installation of bridge medians, railings, shoulders and illumination; and the provision of bicycle and pedestrian accommodations. Any new roadway capacity and/or multimodal accommodations would be consistent with recommendations from Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

We believe the North Texas Strategic NHS Bridge Program meets the key objectives of the INFRA Grant Program by supporting economic vitality, leveraging federal funding, encouraging innovation, and improving performance and accountability. To further demonstrate its support for the NHS, the Regional Transportation Council (RTC) for the NCTCOG has recently adopted a policy statement endorsing funding and programming that can address "poor condition" NHS bridges, in support of TxDOT bridge





NATHAN JOHNSON
STATE SENATOR • DISTRICT 16

performance targets. TxDOT has expressed confidence that it can meet the INFRA obligations and construction deadlines for the proposed system of projects. Additionally, programmed state funds leveraged by potential INFRA grant funds would build momentum for addressing other deteriorating bridges across the region and state.

For these reasons, I fully support the FY 2019 INFRA Grant application submitted by NCTCOG for the North Texas Strategic NHS Bridge Program. If you have any questions, please contact me at 512-463-0116.

Sincerely,

A handwritten signature in black ink, appearing to read "N. Johnson".

State Senator Nathan Johnson, District 19

NMJ/ja



February 25, 2019

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

PARKER COUNTY COMMISSIONERS COURT is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Strategic National Highway System (NHS) Bridge Program.

This program will involve the repair or replacement of fourteen of the North Texas region's most deficient bridges in the counties of Dallas, Denton, Hunt, Johnson, Kaufman, Parker and Tarrant. All of these bridge projects will be located on or across roadways that are currently designated on the NHS, and construction would be expedited through partnership with the Texas Department of Transportation (TXDOT).

In addition to meeting national performance goals to maintain highway infrastructure in a state of good repair and to ensure surface transportation system reliability, the North Texas Strategic NHS Bridge Program will enhance safety by upgrading these obsolete or deficient bridges to meet current safety design standards. Other proposed improvements associated with this program of bridge construction projects include the addition of general-purpose lanes to meet future traffic demand; improvements to vertical curvature and horizontal alignment; the installation of bridge medians, railings, shoulders and illumination; and the provision of bicycle and pedestrian accommodations. Any new roadway capacity and/or multimodal accommodations would be consistent with recommendations from Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

We believe the North Texas Strategic NHS Bridge Program meets the key objectives of the INFRA Grant Program in supporting economic vitality, leveraging Federal funding, encouraging innovation, and ensuring performance and accountability. To further demonstrate its support for the NHS, the Regional Transportation Council (RTC) for the NCTCOG has recently adopted a policy statement to focus on funding and programming that can address "poor condition" NHS bridges in support of TxDOT bridge performance targets. TxDOT has expressed confidence that it can meet the INFRA obligation and construction deadlines for the proposed system of projects. Additionally, programmed State funds leveraged by potential INFRA Grant funds would build momentum for addressing other deteriorating bridges across the region and State.

Again, Parker County Commissioners Court fully supports the FY 2019 INFRA Grant application submitted by NCTCOG for the North Texas Strategic NHS Bridge Program. If you have any questions, please contact Parker County Judge Pat Deen.

Sincerely,



Pat Deen
Parker County Judge



SENATOR BEVERLY POWELL
DISTRICT 10

February 27, 2019

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao,

I am pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Strategic National Highway System (NHS) Bridge Program.

The NHS Bridge Program will involve the repair or replacement of fourteen of the North Texas region's most deficient bridges, including in my home county of Tarrant. These bridge projects would be expedited through partnership with the Texas Department of Transportation (TXDOT).

The two bridge proposals for Tarrant County -- US 287 SB crossing Lancaster Ave. and US 287 NB crossing Carey Street -- are both in Senate District 10 and are key to necessary to meet our rapid growth.

The NHS Bridge Program will enhance safety by upgrading these obsolete or deficient bridges to meet current safety design standards. These projects include general-purpose lanes to meet future traffic demand and safety features, such as medians, railings, shoulders, lighting and bicycle and pedestrian accommodations.

Again, I fully support the FY 2019 INFRA Grant application submitted by NCTCOG for the North Texas Strategic NHS Bridge Program. If you have any questions, please contact my office.

Sincerely,

A handwritten signature in cursive script that reads "Beverly Powell".

Beverly Powell
Senator, District 10

Congress of the United States
House of Representatives
Washington, DC 20515

February 26, 2019

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

It was recently brought to my attention that the North Central Texas Council of Governments (NCTCOG) has applied for the US Department of Transportation's 2019 Infrastructure for Rebuilding America (INFRA) grant to support the North Texas Strategic National Highway System (NHS) Bridge Program.

This program will involve the repair or replacement of fourteen of the North Texas region's most deficient bridges in the counties of Dallas, Denton, Hunt, Johnson, Kaufman, Parker and Tarrant. These bridge projects will be located on or across roadways that are currently designated on the NHS, and construction would be expedited through partnership with the Texas Department of Transportation (TXDOT).

In addition to meeting national performance goals to maintain highway infrastructure in a state of good repair and to ensure surface transportation system reliability, the North Texas Strategic NHS Bridge Program will enhance safety by upgrading these obsolete or deficient bridges to meet current safety design standards. Other proposed improvements associated with this program of bridge construction projects include the addition of general-purpose lanes to meet future traffic demand; improvements to vertical curvature and horizontal alignment; the installation of bridge medians, railings, shoulders and illumination; and the provision of bicycle and pedestrian accommodations. Any new roadway capacity and/or multimodal accommodations would be consistent with recommendations from Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

It is my understanding that the Regional Transportation Council (RTC) for the NCTCOG has recently adopted a policy statement to focus on funding and programming that can address "poor condition" NHS bridges in support of TxDOT bridge performance targets. TxDOT has expressed confidence that it can meet the INFRA obligation and construction deadlines for the proposed system of projects.

For any further questions regarding NCTCOG's grant application, in accordance with existing agency rules, regulations, and ethical guidelines, please contact Kyle Roy, Communications Coordinator, at (817)-704-5610 or kroy@nctcog.org

Sincerely,

A handwritten signature in blue ink that reads "John Ratcliffe". The signature is written in a cursive style with a large, looping initial "J".

John Ratcliffe
Member of Congress



Congress of the United States
House of Representatives
Washington, DC 20515-4333

February 19, 2019

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

I am pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Strategic National Highway System (NHS) Bridge Program.

This program will involve the repair or replacement of fourteen of the North Texas region's most deficient bridges in the counties of Dallas, Denton, Hunt, Johnson, Kaufman, Parker and Tarrant. All of these bridge projects will be located on or across roadways that are currently designated on the NHS, and construction would be expedited through partnership with the Texas Department of Transportation (TxDOT).

In addition to meeting national performance goals to maintain highway infrastructure in a state of good repair and to ensure surface transportation system reliability, the North Texas Strategic NHS Bridge Program will enhance safety by upgrading these obsolete or deficient bridges to meet current safety design standards. Other proposed improvements associated with this program of bridge construction projects include the addition of general-purpose lanes to meet future traffic demand; improvements to vertical curvature and horizontal alignment; the installation of bridge medians, railings, shoulders and illumination; and the provision of bicycle and pedestrian accommodations. Any new roadway capacity and/or multimodal accommodations would be consistent with recommendations from Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

We believe the North Texas Strategic NHS Bridge Program meets the key objectives of the INFRA Grant Program in supporting economic vitality, leveraging Federal funding, encouraging innovation, and ensuring performance and accountability. To further demonstrate its support for the NHS, the Regional Transportation Council (RTC) for the NCTCOG has recently adopted a policy statement to focus on funding and programming that can address "poor condition" NHS bridges in support of TxDOT bridge performance targets. TxDOT has expressed confidence that it can meet the INFRA obligation and construction deadlines for the

proposed system of projects. Additionally, programmed State funds leveraged by potential INFRA Grant funds would build momentum for addressing other deteriorating bridges across the region and State.

Again, I fully support the FY 2019 INFRA Grant application submitted by NCTCOG for the North Texas Strategic NHS Bridge Program. If you have any questions, please contact Thaddeus Woody in my office (Thaddeus.woody@mail.house.gov).

Sincerely,

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

Marc A. Veasey
Member of Congress



Paul B. Duncan
Vice President, Service
Design and Performance

BNSF Railway Company
P. O. Box 961034
Fort Worth, TX 76161-0052

2650 Lou Menk Drive
Fort Worth, Texas 76161-0034
(817) 352-3464

paul.duncan@bnsf.com

March 4, 2019

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

RE: BNSF Support for North Texas MOVES INFRA Grant Application

Dear Secretary Chao,

BNSF Railway supports the effort by North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), and Trinity Metro to obtain funding for the rail capacity projects identified by the North Texas Multimodal Operations, Velocity, Efficiency, and Safety (NT MOVES) program. This program is the result of an ongoing, cooperative dialogue between the applicant agencies, TxDOT, and BNSF intended to improve operating conditions and capacity for freight and passenger rail operations in the DFW region as well as roadway mobility.

BNSF is committed to growth in the DFW region and the public railroad owned by DART and Trinity Metro is a critical node in our freight rail network. Therefore, we are pleased to pledge \$2M to the project, to be applied to the doubletracking and bridge replacement component between Medical Market Center and Stemmons Freeway Bridge. Note that NCTCOG also plans to submit this portion of NT MOVES Phase 1 for funding under the 2019 State of Good Repair grant program. BNSF's funding commitment will only be applied to a single award of this scope of work under either grant application.

The portfolio of projects being pursued in NT MOVES Phase 1 helps to improve the freight capacity of the DART-owned Madill Subdivision between Carrollton and Irving and the TRE between Irving and Dallas so that BNSF's freight operation can continue to operate and grow when DART's Cotton Belt service comes online in 2022. BNSF relies upon the availability of freight capacity on these railroads per the terms of our trackage rights agreement with DART and TRE dated May 2, 2000. Without these projects, the deadhead Cotton Belt equipment moves required between Irving and Carrollton will consume freight capacity and deteriorate the efficacy of BNSF's investment in our own network, harming our customers and reducing public benefits achieved by those investments.

BNSF's support and capital pledge is subject to satisfactory review of funding requirements, final engineering, and finalizing definitive agreements with applicable agencies. We expect that, in recognition of this pledge of matching private capital, the performance measures for the program of projects on the public network will include validation of additional BNSF freight movement over the lower portion of the Madill Subdivision and the east end of the TRE.

We look forward to collaborating with the NCTCOG and the rest of the project partners for the implementation of this program of projects to improve both freight and passenger service in the DFW region. Thank you for your consideration of this grant application.

Sincerely,

Paul B. Duncan
Vice President, Service Design and Performance



03/01/2019

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

Dear Secretary Chao:

The City of Carrollton is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (North Texas MOVES–Phase 1).

North Texas MOVES–Phase 1 represents the initial projects in NCTCOG’s rail capacity improvement program. The result of data-driven computer modeling, this program leverages investment by multiple public agencies. The requested funding will enable critical rail capacity improvements that support passenger and freight growth on the publicly-owned commuter network and encourage passenger and freight rail fluidity through the Dallas-Fort Worth region.

North Texas MOVES–Phase 1 will accommodate the continued on-time performance of the Trinity Railway Express (TRE) commuter service, jointly owned by Dallas Area Rapid Transit (DART) and Trinity Metro; the planned expansion of commuter service on DART’s Cotton Belt project (anticipated to be in service in 2022); and expected freight rail growth on private networks. Projects include capacity and operation improvements to the TRE and DART rail lines.

In addition to these projects, the grant proposal includes design and engineering elements for improvements that will be included in later phases of the North Texas MOVES program. Finally, the innovative ClearPath technology platform will facilitate communication between public and private operators of the regional rail network to maximize utility of shared-use assets.

Again, The City of Carrollton fully supports the 2019 INFRA grant application submitted by NCTCOG for the North Texas MOVES-Phase 1 program. Thank you for your time and consideration. If you have any questions, please contact Jacqueline Williams at 972-466-4892.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin W. Falconer", with a long, sweeping underline.

Kevin W. Falconer, Mayor

MAYOR'S OFFICE

1945 East Jackson Road, Carrollton, TX 75006 | 972.466.3001 | Fax: 972.466.3252
P.O. Box 110535, Carrollton, TX 75011-0535 | cityofcarrollton.com

United States Senate

WASHINGTON, DC 20510-4305

March 4, 2019

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

Dear Secretary Chao:

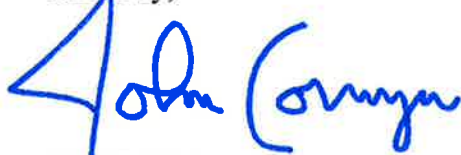
I am writing to express my support for Infrastructure for Rebuilding America (INFRA) application for the North Texas Multimodal Operations, Velocity, Efficiency, and Safety (MOVES) project submitted to the Department of Transportation by the North Central Texas Council of Governments (NCTCOG).

As you and your staff review the proposal, I trust you will give full consideration to the many strengths of this application. The North Texas region continues to be one of the fastest growing regions in the country. As such, it is crucial that the local commuter network, including the Dallas Area Rapid Transit (DART) and Trinity Railway Express (TRE), is able to support passenger and freight growth. This grant, if awarded, would enable the NCTCOG to begin Phase I of its North Texas MOVES project to improve rail capacity. Phase I will consist of multiple projects on TRE and DART lines, such as installing and replacing power switches on various rail lines, replacing and constructing rail bridges, and constructing new track connections. These improvements will increase capacity and encourage passenger and freight rail fluidity throughout the Dallas-Fort Worth region.

I would appreciate your efforts to ensure that I am kept informed of the progress of this application. Please contact Andrea McGee (Andrea_McGee@cornyn.senate.gov), my Grants Coordinator, with any developments regarding this proposal as soon as they are available.

Thank you for your assistance and consideration.

Sincerely,



JOHN CORNYN
United States Senator



COMMISSIONER DR. THERESA M. DANIEL ROAD & BRIDGE DISTRICT 1

February 26, 2019

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

Dear Secretary Chao:

Dallas County is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (North Texas MOVES–Phase 1).

North Texas MOVES–Phase 1 represents the initial projects in NCTCOG’s rail capacity improvement program. The result of data-driven computer modeling, this program leverages investment by multiple public agencies. The requested funding will enable critical rail capacity improvements that support passenger and freight growth on the publicly-owned commuter network and encourage passenger and freight rail fluidity through the Dallas-Fort Worth region.

North Texas MOVES–Phase 1 will accommodate the continued on-time performance of the Trinity Railway Express (TRE) commuter service, jointly owned by Dallas Area Rapid Transit (DART) and Trinity Metro; the planned expansion of commuter service on DART’s Cotton Belt project (anticipated to be in service in 2022); and expected freight rail growth on private networks. Projects include capacity and operation improvements to the TRE and DART rail lines.

In addition to these projects, the grant proposal includes design and engineering elements for improvements that will be included in later phases of the North Texas MOVES program. Finally, the innovative ClearPath technology platform will facilitate communication between public and private operators of the regional rail network to maximize utility of shared-use assets.

Again, Dallas County fully supports the 2019 INFRA grant application submitted by NCTCOG for the North Texas MOVES-Phase 1 program. Thank you for your time and consideration. If you have any questions, please contact me at 214-653-6668.

Sincerely,

A handwritten signature in black ink that reads "Dr. Theresa M. Daniel".

Dr. Theresa M. Daniel
Dallas County Commissioner 1



DALLAS COUNTY JUDGE CLAY LEWIS JENKINS

February 27, 2019

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

Dear Secretary Chao:

Dallas County is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (North Texas MOVES–Phase 1).

North Texas MOVES–Phase 1 represents the initial projects in NCTCOG’s rail capacity improvement program. The result of data-driven computer modeling, this program leverages investment by multiple public agencies. The requested funding will enable critical rail capacity improvements that support passenger and freight growth on the publicly-owned commuter network and encourage passenger and freight rail fluidity through the Dallas-Fort Worth region.

North Texas MOVES–Phase 1 will accommodate the continued on-time performance of the Trinity Railway Express (TRE) commuter service, jointly owned by Dallas Area Rapid Transit (DART) and Trinity Metro; the planned expansion of commuter service on DART’s Cotton Belt project (anticipated to be in service in 2022); and expected freight rail growth on private networks. Projects include capacity and operation improvements to the TRE and DART rail lines.

In addition to these projects, the grant proposal includes design and engineering elements for improvements that will be included in later phases of the North Texas MOVES program. Finally, the innovative ClearPath technology platform will facilitate communication between public and private operators of the regional rail network to maximize utility of shared-use assets.

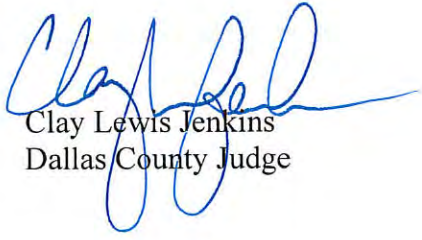
Again, Dallas County fully supports the 2019 INFRA grant application submitted by NCTCOG for the North Texas MOVES-Phase 1 program. Thank you for your time and consideration. If you have any questions, please contact me at 214-653-7949.

Sincerely,

Dallas County Administration Building
clay.jenkins@dallascounty.org
Dallas, TX 75202

411 Elm Street

(214) 653-7949

A handwritten signature in blue ink, appearing to read "Clay Lewis Jenkins". The signature is fluid and cursive, with a long horizontal stroke extending to the right from the end of the name.

Clay Lewis Jenkins
Dallas County Judge



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

February 25, 2019

The Honorable Elaine L. Chao
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

Dallas Area Rapid Transit (DART) is pleased to support the U.S. Department of Transportation's 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (North Texas MOVES, Phase 1).

North Texas MOVES represents the initial projects in NCTCOG's rail capacity improvement program. The requested funding will enable critical rail capacity improvements that support passenger and freight growth on the publicly-owned commuter rail network. It will also encourage passenger and freight rail to operate more efficiently and effectively throughout the Dallas-Fort Worth region.

North Texas MOVES will accommodate the continued on-time performance of the Trinity Railway Express (TRE) commuter service, jointly owned by DART and Trinity Metro; the planned expansion of commuter service on DART's Cotton Belt commuter rail project (anticipated to be operational in 2022); and expected freight rail growth on private networks.

The grant proposal also includes design and engineering elements for improvements that will be included in later phases of the North Texas MOVES program. Finally, the innovative ClearPath technology platform will facilitate communication between public and private operators of the regional rail network to maximize the utility of shared-use assets.

Again, DART fully supports the 2019 INFRA grant application submitted by NCTCOG for the North Texas MOVES program. Thank you for your time and consideration. If you have any questions, please contact me at 214-749-2544 or Eron Linn, Federal Relations Manager, at 214-749-2707.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary C. Thomas", with a long horizontal flourish extending to the right.

Gary C. Thomas
President/Executive Director



February 27, 2019

SENATOR PAT FALLON
NORTH TEXAS ★ DISTRICT 30

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

Dear Secretary Chao:

Our office is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (North Texas MOVES-Phase 1).

North Texas MOVES-Phase 1 represents the initial projects in NCTCOG's rail capacity improvement program. The result of data-driven computer modeling, this program leverages investment by multiple public agencies. The requested funding will enable critical rail capacity improvements that support passenger and freight growth on the publicly-owned commuter network and encourage passenger and freight rail fluidity through the Dallas-Fort Worth region.

North Texas MOVES-Phase 1 will accommodate the continued on-time performance of the Trinity Railway Express (TRE) commuter service, jointly owned by Dallas Area Rapid Transit (DART) and Trinity Metro; the planned expansion of commuter service on DART's Cotton Belt project (anticipated to be in service in 2022); and expected freight rail growth on private networks. Projects include capacity and operation improvements to the TRE and DART rail lines.

In addition to these projects, the grant proposal includes design and engineering elements for improvements that will be included in later phases of the North Texas MOVES program. Finally, the innovative ClearPath technology platform will facilitate communication between public and private operators of the regional rail network to maximize utility of shared-use assets.

Again, our office fully supports the 2019 INFRA grant application submitted by NCTCOG for the North Texas MOVES-Phase 1 program. Thank you for your time and consideration. If you have any questions, please contact us at 512-463-0130

For Texas and Liberty,

A handwritten signature in black ink, appearing to read "Pat Fallon".

Pat Fallon, Member
State Senator - District 30





**FARMERS
BRANCH**

From the Office of
MAYOR ROBERT C. DYE

February 28, 2019

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

Dear Secretary Chao:

City of Farmers Branch is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (North Texas MOVES–Phase 1).

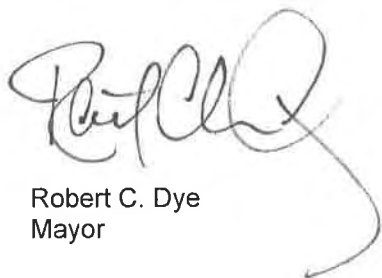
North Texas MOVES–Phase 1 represents the initial projects in NCTCOG's rail capacity improvement program. The result of data-driven computer modeling, this program leverages investment by multiple public agencies. The requested funding will enable critical rail capacity improvements that support passenger and freight growth on the publicly-owned commuter network and encourage passenger and freight rail fluidity through the Dallas-Fort Worth region.

North Texas MOVES–Phase 1 will accommodate the continued on-time performance of the Trinity Railway Express (TRE) commuter service, jointly owned by Dallas Area Rapid Transit (DART) and Trinity Metro; the planned expansion of commuter service on DART's Cotton Belt project (anticipated to be in service in 2022); and expected freight rail growth on private networks. Projects include capacity and operation improvements to the TRE and DART rail lines.

In addition to these projects, the grant proposal includes design and engineering elements for improvements that will be included in later phases of the North Texas MOVES program. Finally, the innovative ClearPath technology platform will facilitate communication between public and private operators of the regional rail network to maximize utility of shared-use assets.

Again, City of Farmers Branch fully supports the 2019 INFRA grant application submitted by NCTCOG for the North Texas MOVES-Phase 1 program. Thank you for your time and consideration. If you have any questions, please contact me at 972.919.2515.

Sincerely,



Robert C. Dye
Mayor

City of Farmers Branch Office of the Mayor
13000 William Dodson Pkwy | Farmers Branch, Texas 75234
972.247.3131 | robert.dye@farmersbranchtx.gov
farmersbranchtx.gov



KAY GRANGER
UNITED STATES CONGRESS

February 26, 2019

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

Dear Secretary Chao:

I am writing to offer my support for the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (North Texas MOVES-Phase 1).

North Texas MOVES-Phase 1 represents the initial projects in NCTCOG's rail capacity improvement program. The result of data-driven computer modeling, this program leverages investment by multiple public agencies. The requested funding will enable critical rail capacity improvements that support passenger and freight growth on the publicly-owned commuter network and encourage passenger and freight rail fluidity through the Dallas-Fort Worth region.

North Texas MOVES-Phase 1 will accommodate the continued on-time performance of the Trinity Railway Express (TRE) commuter service, jointly owned by Dallas Area Rapid Transit (DART) and Trinity Metro; the planned expansion of commuter service on DART's Cotton Belt project (anticipated to be in service in 2022); and expected freight rail growth on private networks. Projects include capacity and operation improvements to the TRE and DART rail lines.

In addition to these projects, the grant proposal includes design and engineering elements for improvements that will be included in later phases of the North Texas MOVES program. Finally, the innovative ClearPath technology platform will facilitate communication between public and private operators of the regional rail network to maximize utility of shared-use assets.

This grant request deserves every consideration if doing so would be consistent with applicable law, rules, and regulations. If I may be of further assistance or answer any questions, please do not hesitate to contact my office.

Sincerely,

Kay Granger
Member of Congress



Rick Stopfer
Mayor

February 14, 2019

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

Dear Secretary Chao:

The City of Irving is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (North Texas MOVES–Phase 1).

North Texas MOVES–Phase 1 represents the initial projects in NCTCOG’s rail capacity improvement program. The result of data-driven computer modeling, this program leverages investment by multiple public agencies. The requested funding will enable critical rail capacity improvements that support passenger and freight growth on the publicly-owned commuter network and encourage passenger and freight rail fluidity through the Dallas-Fort Worth region.

North Texas MOVES–Phase 1 will accommodate the continued on-time performance of the Trinity Railway Express (TRE) commuter service, jointly owned by Dallas Area Rapid Transit (DART) and Trinity Metro; the planned expansion of commuter service on DART’s Cotton Belt project (anticipated to be in service in 2022); and expected freight rail growth on private networks. Projects include capacity and operation improvements to the TRE and DART rail lines.

In addition to these projects, the grant proposal includes design and engineering elements for improvements that will be included in later phases of the North Texas MOVES program. Finally, the innovative ClearPath technology platform will facilitate communication between public and private operators of the regional rail network to maximize utility of shared-use assets.

Again, the City of Irving fully supports the 2019 INFRA grant application submitted by NCTCOG for the North Texas MOVES-Phase 1 program. Thank you for your time and consideration

Sincerely,

Richard H. Stopfer
Mayor
City of Irving



NATHAN JOHNSON
STATE SENATOR • DISTRICT 16

February 26, 2019

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

Dear Secretary Chao:

I am pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (North Texas MOVES–Phase 1).

North Texas MOVES–Phase 1 represents the initial projects in NCTCOG’s rail capacity improvement program. The result of data-driven computer modeling, this program leverages investment by multiple public agencies. The requested funding will enable critical rail capacity improvements that support passenger and freight growth on the publicly-owned commuter network and encourage passenger and freight rail fluidity through the Dallas-Fort Worth region.

North Texas MOVES–Phase 1 will accommodate the continued on-time performance of the Trinity Railway Express (TRE) commuter service, jointly owned by Dallas Area Rapid Transit (DART) and Trinity Metro; the planned expansion of commuter service on DART’s Cotton Belt project (anticipated to be in service in 2022); and expected freight rail growth on private networks. Projects include capacity and operation improvements to the TRE and DART rail lines.

In addition to these projects, the grant proposal includes design and engineering elements for improvements that will be included in later phases of the North Texas MOVES program. Finally, the innovative ClearPath technology platform will facilitate communication between public and private operators of the regional rail network to maximize utility of shared-use assets.

For these reasons, I fully support the 2019 INFRA grant application submitted by NCTCOG for the North Texas MOVES-Phase 1 program. Thank you for your time and consideration. If you have any questions, please contact me at 512-463-0116.

Sincerely,

A handwritten signature in black ink, appearing to read "Nathan Johnson".

State Senator Nathan Johnson, District 19

NMJ/ja

CAPITOL OFFICE
P.O. BOX 12068 • AUSTIN, TEXAS 78711-2068 • OFFICE: 512.463.0116 • FAX: 512.463.5555
nathan.johnson@senate.texas.gov



P.O. BOX 12068
CAPITOL BUILDING
AUSTIN, TEXAS 78711
512/463-0112
FAX: 512/463-0923

DISTRICT OFFICE
1225 S. MAIN STREET, SUITE 100
GRAPEVINE, TEXAS 76051
817/424-3446
FAX: 817/488-6648

E-MAIL: jane.nelson@senate.texas.gov



The Senate of the State of Texas

Jane Nelson
Senate District 12

Committees:

FINANCE, CHAIR
TRANSITION LEGISLATIVE OVERSIGHT
COMMITTEE, CO-CHAIR
STATE AFFAIRS
LEGISLATIVE BUDGET BOARD
LEGISLATIVE AUDIT COMMITTEE
PARTNERSHIP ADVISORY COMMITTEE

February 25, 2019

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

Dear Secretary Chao:

I am writing to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (North Texas MOVES–Phase 1).

North Texas MOVES–Phase 1 represents the initial project in NCTCOG’s rail capacity improvement program. The requested funding will enable critical rail capacity improvements that support passenger and freight growth. North Texas MOVES–Phase 1 will accommodate the continued on-time performance of the Trinity Railway Express (TRE) commuter service, jointly owned by Dallas Area Rapid Transit (DART) and Trinity Metro. Projects include capacity and operation improvements to the TRE and DART rail lines. In addition to these projects, the grant proposal includes design and engineering elements for improvements that will be included in later phases of the North Texas MOVES program. Finally, the innovative ClearPath technology platform will facilitate communication between public and private operators of the regional rail network to maximize utility of shared-use assets.

This proposed project will benefit my constituents and the whole North Texas region. I respectfully request that you give this proposal your utmost consideration.

Very truly yours,

A handwritten signature in black ink that reads "Jane Nelson".

Senator Jane Nelson

February 25, 2019

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

Dear Secretary Chao:

Trinity Metro is pleased to support the U.S. Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (North Texas MOVES–Phase 1).

North Texas MOVES–Phase 1 represents the initial projects in NCTCOG's rail capacity improvement program. The result of data-driven computer modeling, this program leverages investment by multiple public agencies. The requested funding will enable critical rail capacity improvements that support passenger and freight growth on the publicly-owned commuter network and encourage passenger and freight rail fluidity through the Dallas-Fort Worth region.

North Texas MOVES–Phase 1 will accommodate the continued on-time performance of the Trinity Railway Express (TRE) commuter service, jointly owned by Dallas Area Rapid Transit (DART) and Trinity Metro; the planned expansion of commuter service on DART's Cotton Belt project (anticipated to be in service in 2022); and expected freight rail growth on private networks. Projects include capacity and operation improvements to the TRE and DART rail lines.

In addition to these projects, the grant proposal includes design and engineering elements for improvements that will be included in later phases of the North Texas MOVES program. Finally, the innovative ClearPath technology platform will facilitate communication between public and private operators of the regional rail network to maximize utility of shared-use assets.

Again, Trinity Metro fully supports the 2019 INFRA grant application submitted by NCTCOG for the North Texas MOVES-Phase 1 program. Thank you for your time and consideration. If you have any questions, please contact me at Paul.Ballard@RideTM.org.

Sincerely,



Paul J Ballard
President/CEO
Trinity Metro





February 26, 2019

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

Dear Secretary Chao:

The City of Fort Worth is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (North Texas MOVES–Phase 1).

North Texas MOVES–Phase 1 represents the initial projects in NCTCOG's rail capacity improvement program. The result of data-driven computer modeling, this program leverages investment by multiple public agencies. The requested funding will enable critical rail capacity improvements that support passenger and freight growth on the publicly-owned commuter network and encourage passenger and freight rail fluidity through the Dallas-Fort Worth region.

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In addition to these projects, the grant proposal includes design and engineering elements for improvements that will be included in later phases of the North Texas MOVES program. Finally, the innovative ClearPath technology platform will facilitate communication between public and private operators of the regional rail network to maximize utility of shared-use assets.

Again, the City of Fort Worth fully supports the 2019 INFRA grant application submitted by NCTCOG for the North Texas MOVES-Phase 1 program. Thank you for your time and consideration. If you have any questions, please contact 817-392-6118.

Sincerely,

Betsy Price
Mayor

BETSY PRICE, MAYOR

CITY OF FORT WORTH * 200 TEXAS STREET * FORT WORTH, TEXAS 76102
(817) 392-6118 * FAX (817) 392-2409



February 26, 2019

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

The City of Fort Worth is pleased to support the US Department of Transportation 2019 Infrastructure for Rebuilding America (INFRA) Grant application submitted by the North Central Texas Council of Governments (NCTCOG) for the North Texas Strategic National Highway System (NHS) Bridge Program.

This program will involve the repair or replacement of fourteen of the North Texas region's most deficient bridges in the counties of Dallas, Denton, Hunt, Johnson, Kaufman, Parker and Tarrant. All of these bridge projects will be located on or across roadways that are currently designated on the NHS, and construction would be expedited through partnership with the Texas Department of Transportation (TXDOT).

In addition to meeting national performance goals to maintain highway infrastructure in a state of good repair and to ensure surface transportation system reliability, the North Texas Strategic NHS Bridge Program will enhance safety by upgrading these obsolete or deficient bridges to meet current safety design standards. Other proposed improvements associated with this program of bridge construction projects include the addition of general-purpose lanes to meet future traffic demand; improvements to vertical curvature and horizontal alignment; the installation of bridge medians, railings, shoulders and illumination; and the provision of bicycle and pedestrian accommodations. Any new roadway capacity and/or multimodal accommodations would be consistent with recommendations from Mobility 2045: The Metropolitan Transportation Plan for North Central Texas.

We believe the North Texas Strategic NHS Bridge Program meets the key objectives of the INFRA Grant Program in supporting economic vitality, leveraging Federal funding, encouraging innovation, and ensuring performance and accountability. To further demonstrate its support for the NHS, the Regional Transportation Council (RTC) for the NCTCOG has recently adopted a policy statement to focus on funding and programming that can address "poor condition" NHS bridges in support of TxDOT bridge performance targets. TxDOT has expressed confidence that it can meet the INFRA obligation and construction deadlines for the proposed system of projects. Additionally, programmed State funds leveraged by potential INFRA Grant funds would build momentum for addressing other deteriorating bridges across the region and State.

BETSY PRICE, MAYOR

CITY OF FORT WORTH * 200 TEXAS STREET * FORT WORTH, TEXAS 76102
(817) 392-6118 * FAX (817) 392-2409

Again, the City of Fort Worth fully supports the FY 2019 INFRA Grant application submitted by NCTCOG for the North Texas Strategic NHS Bridge Program. If you have any questions, please contact 817-392-6118.

Sincerely,

A handwritten signature in black ink, appearing to read "Betsy Price". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Betsy Price
Mayor



MAYOR
W. JEFF WILLIAMS

THE AMERICAN DREAM CITY

101 W. Abram St.

P.O. Box 90231, MS 01-0310
Arlington, Texas 76004-3231

Office 817-459-6121

Jeff.Williams@arlingtontx.gov

March 1, 2019

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

Dear Secretary Chao:

The City of Arlington is pleased to support the US Department of Transportation's FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted jointly by the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements project.

The Trinity Railway Express (TRE) State of Good Repair Improvements project will replace the Obsession, Inwood, Knights Branch, Walker's Creek, Mesquite Creek, and Rock Creek bridges that are past their useful life or in poor condition, as well as double track the railways where these bridges are located.

These improvements will enhance intercity passenger rail (Amtrak), commuter passenger rail, and freight rail service performance in the TRE corridor by maintaining rail assets in a state of good repair, removing speed restrictions, improving safety and reliability and allowing for additional service frequency along the TRE facilities.

Again, The City of Arlington fully supports the FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted by NCTCOG, DART, and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements Project. Thank you for your time and consideration. If you have any questions, please contact me at 817-459-6121.

Sincerely,

W. Jeff Williams, P.E.
Mayor



COMMISSIONER DR. THERESA M. DANIEL ROAD & BRIDGE DISTRICT 1

February 26, 2019

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

Dallas County is pleased to support the US Department of Transportation's FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted jointly by the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements project.

The Trinity Railway Express (TRE) State of Good Repair Improvements project will replace the Obsession, Inwood, Knights Branch, Walker's Creek, Mesquite Creek, and Rock Creek bridges that are past their useful life or in poor condition, as well as double track the railways where these bridges are located.

These improvements will enhance intercity passenger rail (Amtrak), commuter passenger rail, and freight rail service performance in the TRE corridor by maintaining rail assets in a state of good repair, removing speed restrictions, improving safety and reliability and allowing for additional service frequency along the TRE facilities.

Again, Dallas County fully supports the FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted by NCTCOG, DART, and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements Project. Thank you for your time and consideration. If you have any questions, please contact me at 214-653-6668.

Sincerely,

A handwritten signature in black ink that reads "Dr. Theresa M. Daniel". The signature is written in a cursive style.

Dr. Theresa M. Daniel
Dallas County Commissioner 1

1

MICHAEL S. RAWLINGS
Mayor of Dallas



February 28, 2019

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

Dear Secretary Chao:

I am pleased to support the US Department of Transportation's FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted jointly by the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements project.

The Trinity Railway Express (TRE) State of Good Repair Improvements project will replace the Obsession, Inwood, Knights Branch, Walker's Creek, Mesquite Creek, and Rock Creek bridges that are past their useful life or in poor condition, as well as double track the railways where these bridges are located.

These improvements will enhance intercity passenger rail (Amtrak), commuter passenger rail, and freight rail service performance in the TRE corridor by maintaining rail assets in a state of good repair, removing speed restrictions, improving safety and reliability and allowing for additional service frequency along the TRE facilities.

Again, I fully support the FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted by NCTCOG, DART, and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements Project. Thank you for your time and consideration. If you have any questions, please contact Scott Goldstein, Chief of Policy and Communications, at 214.670.7977.

Best regards,

Michael S. Rawlings
Mayor

Lee M. Kleinman
Dallas City Council, District 11
Chair, Ad Hoc Legislative Committee



SENATOR PAT FALLON
NORTH TEXAS ★ DISTRICT 30

February 27, 2019

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

Dear Secretary Chao:

Our office is pleased to support the US Department of Transportation's FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted jointly by the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements project.

The Trinity Railway Express (TRE) State of Good Repair Improvements project will replace the Obsession, Inwood, Knights Branch, Walker's Creek, Mesquite Creek, and Rock Creek bridges that are past their useful life or in poor condition, as well as double track the railways where these bridges are located.

These improvements will enhance intercity passenger rail (Amtrak), commuter passenger rail, and freight rail service performance in the TRE corridor by maintaining rail assets in a state of good repair, removing speed restrictions, improving safety and reliability and allowing for additional service frequency along the TRE facilities.

Again, our office fully supports the FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted by NCTCOG, DART, and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements Project. Thank you for your time and consideration. If you have any questions, please contact our office at 512-463-0130.

For Texas and Liberty,

A handwritten signature in black ink that reads "Pat Fallon".

Pat Fallon, Member
State Senator - District 30





Haltom City

February 27, 2019

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

Dear Secretary Chao:

As Mayor of Haltom City, I would like to express that the City of Haltom City is pleased to support the US Department of Transportation's FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted jointly by the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements project.

The Trinity Railway Express (TRE) State of Good Repair Improvements project will replace the Obsession, Inwood, Knights Branch, Walker's Creek, Mesquite Creek, and Rock Creek bridges that are past their useful life or in poor condition, as well as double track the railways where these bridges are located.

These improvements will enhance intercity passenger rail (Amtrak), commuter passenger rail, and freight rail service performance in the TRE corridor by maintaining rail assets in a state of good repair, removing speed restrictions, improving safety and reliability and allowing for additional service frequency along the TRE facilities.

Again, Haltom City fully supports the FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted by NCTCOG, DART, and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements Project. Thank you for your time and consideration. If you have any questions, please contact me or City Manager Keith Lane.

Sincerely,

David Averitt, Mayor



Office of the Mayor

February 25, 2019

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

Dear Secretary Chao:

The City of Hurst is pleased to support the US Department of Transportation's FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted jointly by the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements project.

The Trinity Railway Express (TRE) State of Good Repair Improvements project will replace the Obsession, Inwood, Knights Branch, Walker's Creek, Mesquite Creek, and Rock Creek bridges that are past their useful life or in poor condition, as well as double track the railways where these bridges are located.

These improvements will enhance intercity passenger rail (Amtrak), commuter passenger rail, and freight rail service performance in the TRE corridor by maintaining rail assets in a state of good repair, removing speed restrictions, improving safety and reliability and allowing for additional service frequency along the TRE facilities.

Again, the City of Hurst fully supports the FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted by NCTCOG, DART, and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements Project. Thank you for your time and consideration. If you have any questions, please contact Executive Director of Public Works Greg Dickens, 817.788.7075 or gdickens@hursttx.gov.

Sincerely,

Henry Wilson
Mayor

Cc: Clay Caruthers, City Manager

Congress of the United States
House of Representatives
Washington, DC 20515-4324

March 1, 2019

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

Dear Secretary Chao,

I am writing you to express my support for the U.S. Department of Transportation's FY2017 and FY2018 Federal-State Partnership for State of Good Repair Program grant application submitted jointly by the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements project.

The Trinity Railway Express (TRE) State of Good Repair Improvements project will replace the Obsession, Inwood, Knights Branch, Walker's Creek, Mesquite Creek, and Rock Creek bridges that are past their useful life or in poor condition. Additionally, the planned improvements will increase rail capacity by doubling tracks where these bridges are located.

These improvements will greatly increase rail safety and reliability for the thousands of riders who utilize the TRE and DART services, many of whom are my constituents. In addition, improved rail capacity will result in faster commute times and additional service frequency for riders, providing greater opportunity to travel to their destination at their convenience.

I trust that you will give the Trinity Railway Express State of Good Repair Improvements project grant application your full consideration. Should you have any questions or concerns about this letter, or the grant application itself, please do not hesitate to contact me directly. I can be reached in my Washington D.C. office at (202) 225-6605.

Sincerely,



Kenny Marchant
Member of Congress



NATHAN JOHNSON
STATE SENATOR • DISTRICT 16

February 26, 2019

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

Dear Secretary Chao:

I am pleased to support the US Department of Transportation's FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted jointly by the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements project.

The Trinity Railway Express (TRE) State of Good Repair Improvements project will replace the Obsession, Inwood, Knights Branch, Walker's Creek, Mesquite Creek, and Rock Creek bridges that are past their useful life or in poor condition, as well as double track the railways where these bridges are located.

These improvements will enhance intercity passenger rail (Amtrak), commuter passenger rail, and freight rail service performance of the TRE corridor, by maintaining rail assets in a state of good repair, removing speed restrictions, improving safety and reliability, and allowing for additional service frequency along the TRE facilities.

For these reasons, I fully support the FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted by NCTCOG, DART, and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements Project. Thank you for your time and consideration. If you have any questions, please contact me at 512-463-0116.

Sincerely,

A handwritten signature in black ink, appearing to read "Nathan Johnson".

State Senator Nathan Johnson, District 19

NMJ/ja





P.O. BOX 12068
CAPITOL BUILDING
AUSTIN, TEXAS 78711
512/463-0112
FAX: 512/463-0923

DISTRICT OFFICE
1225 S. MAIN STREET, SUITE 100
GRAPEVINE, TEXAS 76051
817/424-3446
FAX: 817/488-6648

E-MAIL: jane.nelson@senate.texas.gov

The Senate of the State of Texas

Jane Nelson
Senate District 12

Committees:

FINANCE, CHAIR
TRANSITION LEGISLATIVE OVERSIGHT
COMMITTEE, CO-CHAIR
STATE AFFAIRS
LEGISLATIVE BUDGET BOARD
LEGISLATIVE AUDIT COMMITTEE
PARTNERSHIP ADVISORY COMMITTEE

February 26, 2019

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

Dear Secretary Chao:

I am writing in support of the U.S. Department of Transportation's fiscal year 2017-18 Federal-State Partnership for State of Good Repair Program grant application submitted jointly by the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements project.

The Trinity Railway Express (TRE) State of Good Repair Improvements project will replace the Obsession, Inwood, Knights Branch, Walker's Creek, Mesquite Creek, and Rock Creek bridges that are past their useful life or in poor condition, as well as double track the railways where these bridges are located. These improvements will enhance intercity passenger rail (Amtrak), commuter passenger rail, and freight rail service performance in the TRE corridor by maintaining rail assets in a state of good repair, removing speed restrictions, improving safety and reliability and allowing for additional service frequency along the TRE facilities.

This improvement project will increase services and safety for my constituents and the entire North Texas region. I respectfully request that you give this grant application your utmost consideration.

Very truly yours,

A handwritten signature in black ink that reads "Jane Nelson".

Senator Jane Nelson



CITY OF RICHLAND HILLS, TEXAS

(817) 616-3813 • 3200 DIANA DRIVE • RICHLAND HILLS, TEXAS 76118

OFFICE OF THE MAYOR

February 25, 2019

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

Dear Secretary Chao:

The City of Richland Hills is pleased to support the US Department of Transportation's FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted jointly by the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements project.

The Trinity Railway Express (TRE) State of Good Repair Improvements project will replace the Obsession, Inwood, Knights Branch, Walker's Creek, Mesquite Creek, and Rock Creek bridges that are past their useful life or in poor condition, as well as double track the railways where these bridges are located.

These improvements will enhance intercity passenger rail (Amtrak), commuter passenger rail, and freight rail service performance in the TRE corridor by maintaining rail assets in a state of good repair, removing speed restrictions, improving safety and reliability and allowing for additional service frequency along the TRE facilities.

Again, Richland Hills fully supports the FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted by NCTCOG, DART, and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements Project. Thank you for your time and consideration. If you have any questions, please contact Mayor Edward Lopez at 817-616-3813.

Sincerely,

A handwritten signature in cursive script, appearing to read "Edward Lopez".

Edward Lopez
Mayor, City of Richland Hills



February 26, 2019

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

Dear Secretary Chao:

The City of Fort Worth is pleased to support the US Department of Transportation's FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted jointly by the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements project.

The Trinity Railway Express (TRE) State of Good Repair Improvements project will replace the Obsession, Inwood, Knights Branch, Walker's Creek, Mesquite Creek, and Rock Creek bridges that are past their useful life or in poor condition, as well as double track the railways where these bridges are located.

These improvements will enhance intercity passenger rail (Amtrak), commuter passenger rail, and freight rail service performance in the TRE corridor by maintaining rail assets in a state of good repair, removing speed restrictions, improving safety and reliability and allowing for additional service frequency along the TRE facilities.

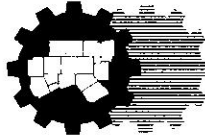
Again, the City of Fort Worth fully supports the FY2017 and 2018 Federal-State Partnership for State of Good Repair Program grant application submitted by NCTCOG, DART, and Trinity Metro for the Trinity Railway Express State of Good Repair Improvements Project. Thank you for your time and consideration. If you have any questions, please contact 817-392-6118.

Sincerely,

Betsy Price
Mayor

BETSY PRICE, MAYOR

CITY OF FORT WORTH * 200 TEXAS STREET * FORT WORTH, TEXAS 76102
(817) 392-6118 * FAX (817) 392-2409



North Central Texas Council Of Governments

February 26, 2019

The Honorable Judge Clay Jenkins
Dallas County
509 Main Street, Suite 407
Dallas, TX 75202

Dear Judge Jenkins:

This correspondence is to inform the County that the North Central Texas Council of Governments (NCTCOG), serving as your regional program administrator of the Low-Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP), is beginning the process to cease LIRAP operations in preparation for contract expiration of June 28, 2019 where no further costs are allowed to be incurred. This action is necessary due the loss of dedicated funding appropriations in the 2017 Legislative Session.

NCTCOG will work with partnering agencies, vendors, and stakeholders to ensure a smooth closeout. Operations will begin to be scaled down as we work to assist as many vehicle owners as possible. In order to comply with this closeout date, we will stop accepting participant applications on April 8, 2019 to allow sufficient time to comply with all elements associated with the cancellation of the program.

LIRAP has assisted approximately 72,000 vehicle owners in the North Central Texas region since the program began operations in November 2002. In addition, by repairing vehicles so they can comply with the State inspection program and accelerating replacement of older, high polluting vehicles, significant ozone forming precursors have been removed from our air allowing notable progress to meet Federal emission standards.

As part of the current 86th Texas Legislative Session, a bill has been drafted that would redirect these dedicated funds from the Clean Air Account to a modernized transportation, mobility, and air quality program, commonly known as the Local Initiatives Projects (LIP). This would make for a more innovative and valuable transportation program, while allowing counties flexibility over how to best spend available funds. It is my understanding that several local officials are in communication with legislators to support the transportation program.

Thank you for your support and your commitment to the air quality in our region. If you have any questions, would like to further discuss, or have ideas for the current session, please contact me at (817) 695-9241 or mmorris@nctcog.org; or Chris Klaus, Senior Program Manager, at cklaus@nctcog.org or (817) 695-9286.

Sincerely,

Michael Morris, P.E.
Director of Transportation

DEK:kw

cc: Greg Abbott, Governor
Jon Niermann, Chairman, Texas Commission on Environmental Quality
Darryl Thomas, Dallas County
Chris Klaus, Senior Program Manager, NCTCOG

Recipient List:

The Honorable Pat Deen, County Judge, Parker County
The Honorable Andy Eads, County Judge, Denton County
The Honorable Roger Harmon, County Judge, Johnson County
The Honorable Chris Hill, County Judge, Collin County
The Honorable Clay Jenkins, County Judge, Dallas County
The Honorable Todd Little, County Judge, Ellis County
The Honorable Hal Richards, County Judge, Kaufman County
The Honorable David Sweet, County Judge, Rockwall County
The Honorable B. Glen Whitley, County Judge, Tarrant County



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

February 26, 2019

The Honorable Terry Canales
Texas House of Representatives
PO Box 2910
Austin, Texas 78768-2910

Dear Representative Canales:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to congratulate you on being named Chair of the House Committee on Transportation. A membership roster of the RTC is enclosed.

We look forward to discussing important transportation issues with you and will assist you in any way possible. We are eager to see what the 86th legislative session has in store for future transportation projects.

Once again, congratulations and thank you for your valuable service to the State of Texas and for being a leader on transportation issues. Feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Fickes", written over a horizontal line.

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

NA:al
Enclosure

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

REGIONAL TRANSPORTATION COUNCIL

Gary Fickes, Chair
Commissioner
Tarrant County

Andy Eads, Vice Chair
County Judge
Denton County

Roger Harmon, Secretary
County Judge
Johnson County

Tennell Atkins
Councilmember
City of Dallas

Richard E. Aubin
Councilmember
City of Garland

Sue S. Bauman
Board Chair
Dallas Area Rapid Transit

Mohamed "Mo" Bur, P.E.
District Engineer
Texas Department of Transportation,
Dallas District

Loyl C. Bussell, P.E.
District Engineer
Texas Department of Transportation,
Fort Worth District

Rickey D. Callahan
Councilmember
City of Dallas

George Conley
Commissioner
Parker County

David L. Cook
Mayor
City of Mansfield

Theresa Daniel, Ph.D.
Commissioner
Dallas County

Rudy Durham
Mayor
City of Lewisville

Charles Emery
Chairman
Denton County Transportation
Authority

Kevin Falconer
Mayor
City of Carrollton

Rob Franke, P.E.
Mayor
City of Cedar Hill

George Fuller
Mayor
City of McKinney

Rick Grady
Councilmember
City of Plano

Lane Grayson
Commissioner
Ellis County

Sandy Greyson
Councilmember
City of Dallas

Jim Griffin
Mayor
City of Bedford

Mojoy Haddad
Board Member
North Texas Tollway Authority

Clay Lewis Jenkins
County Judge
Dallas County

Ron Jensen
Mayor
City of Grand Prairie

Jungus Jordan
Councilmember
City of Fort Worth

Lee M. Kleinman
Councilmember
City of Dallas

David Magness
Commissioner
Rockwall County

Scott Mahaffey
Chairman
Trinity Metro

B. Adam McGough
Councilmember
City of Dallas

William Meadows
Board Chair
Dallas Fort Worth International Airport

Steve Mitchell
Councilmember
City of Richardson

Cary Moon
Councilmember
City of Fort Worth

Stan Pickett
Mayor
City of Mesquite

John Ryan
Councilmember
City of Denton

Will Sowell
Councilmember
City of Frisco

Stephen Terrell
Mayor
City of Allen

T. Oscar Trevino Jr., P.E.
Mayor
City of North Richland Hills

William Tsao, P.E.
Citizen Representative
City of Dallas

Dennis Webb
Councilmember
City of Irving

Duncan Webb
Commissioner
Collin County

B. Glen Whitley
County Judge
Tarrant County

Kathryn Wilemon
Councilmember
City of Arlington

W. Jeff Williams
Mayor
City of Arlington

Ann Zadeh
Councilmember
City of Fort Worth



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

February 26, 2019

The Honorable Kelly Hancock
Texas Senate
PO Box 12068
Capitol Station
Austin, Texas 78711

Dear Senator Hancock:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to congratulate you on being named Vice Chair of the Senate Committee on Transportation. A membership roster of the RTC is enclosed.

We look forward to discussing important transportation issues with you and will assist you in any way possible. We are eager to see what the 86th legislative session has in store for future transportation projects.

Once again, congratulations and thank you for your valuable service to the State of Texas and for being a leader on transportation issues. Feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Fickes", written in a cursive style.

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

NA:al
Enclosure

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

REGIONAL TRANSPORTATION COUNCIL

Gary Fickes, Chair
Commissioner
Tarrant County

Andy Eads, Vice Chair
County Judge
Denton County

Roger Harmon, Secretary
County Judge
Johnson County

Tennell Atkins
Councilmember
City of Dallas

Richard E. Aubin
Councilmember
City of Garland

Sue S. Bauman
Board Chair
Dallas Area Rapid Transit

Mohamed "Mo" Bur, P.E.
District Engineer
Texas Department of Transportation,
Dallas District

Loyl C. Bussell, P.E.
District Engineer
Texas Department of Transportation,
Fort Worth District

Rickey D. Callahan
Councilmember
City of Dallas

George Conley
Commissioner
Parker County

David L. Cook
Mayor
City of Mansfield

Theresa Daniel, Ph.D.
Commissioner
Dallas County

Rudy Durham
Mayor
City of Lewisville

Charles Emery
Chairman
Denton County Transportation
Authority

Kevin Falconer
Mayor
City of Carrollton

Rob Franke, P.E.
Mayor
City of Cedar Hill

George Fuller
Mayor
City of McKinney

Rick Grady
Councilmember
City of Plano

Lane Grayson
Commissioner
Ellis County

Sandy Greyson
Councilmember
City of Dallas

Jim Griffin
Mayor
City of Bedford

Mojoy Haddad
Board Member
North Texas Tollway Authority

Clay Lewis Jenkins
County Judge
Dallas County

Ron Jensen
Mayor
City of Grand Prairie

Jungus Jordan
Councilmember
City of Fort Worth

Lee M. Kleinman
Councilmember
City of Dallas

David Magness
Commissioner
Rockwall County

Scott Mahaffey
Chairman
Trinity Metro

B. Adam McGough
Councilmember
City of Dallas

William Meadows
Board Chair
Dallas Fort Worth International Airport

Steve Mitchell
Councilmember
City of Richardson

Cary Moon
Councilmember
City of Fort Worth

Stan Pickett
Mayor
City of Mesquite

John Ryan
Councilmember
City of Denton

Will Sowell
Councilmember
City of Frisco

Stephen Terrell
Mayor
City of Allen

T. Oscar Trevino Jr., P.E.
Mayor
City of North Richland Hills

William Tsao, P.E.
Citizen Representative
City of Dallas

Dennis Webb
Councilmember
City of Irving

Duncan Webb
Commissioner
Collin County

B. Glen Whitley
County Judge
Tarrant County

Kathryn Wilemon
Councilmember
City of Arlington

W. Jeff Williams
Mayor
City of Arlington

Ann Zadeh
Councilmember
City of Fort Worth



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

February 26, 2019

The Honorable Brooks Landgraf
Texas House of Representatives
PO Box 2910
Austin, Texas 78768-2910

Dear Representative Landgraf:

On behalf of the Regional Transportation Council (RTC), the Metropolitan Planning Organization for the Dallas-Fort Worth area, I would like to congratulate you on being named Vice Chair of the House Committee on Transportation. A membership roster of the RTC is enclosed.

We look forward to discussing important transportation issues with you and will assist you in any way possible. We are eager to see what the 86th legislative session has in store for future transportation projects.

Once again, congratulations and thank you for your valuable service to the State of Texas and for being a leader on transportation issues. Feel free to contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Fickes", written over a light blue horizontal line.

Gary Fickes, Chair
Regional Transportation Council
Commissioner, Tarrant County

NA:al
Enclosure

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

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Mike Turner, *J. Elmer Turner, Realtors Inc.*

UPTOWN DALLAS INC.
3600 MCKINNEY AVENUE, STE 210
DALLAS, TEXAS, 75204
214-871-2825

February 15, 2019

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

RE: Studies of the McKinney Avenue Trolley Authority (MATA) and Uptown Transportation Issues

Dear Michael,

We are reaching out to you to discuss collaboration on transportation matters for Uptown Dallas. There are at least three studies regarding transportation in the urban core of Dallas coming soon that could impact our area.

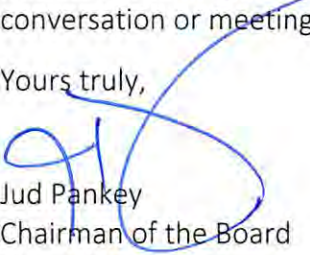
- 1) NCTCOG/City of Dallas study that will look at the best trolley or rail opportunities to take existing rail and expand just beyond the Knox Street area.
- 2) Uptown Dallas, Inc. and the City of Dallas will soon start an engineering study of the two-way conversion of McKinney and Cole Streets also to the Knox Street area and beyond. This study will be looking at the same streets as #1 above. This project will be in conjunction with City of Dallas Bond funds along with Uptown Dallas' contribution.
- 3) DART will soon undertake a study to create a future linkage of heavy rail, modern street car, MATA (trolley), in downtown, Uptown, Oakcliff and other member cities.

As you know Uptown Dallas, Inc. represents the stakeholders who reside, invest and work within boundaries of Uptown. As the densest and highest tax value per acre of any public improvement district in the DFW MSA, we would like to participate in any study related to the trolley where potential COG dollars are included.

Uptown Dallas, Inc continues to be the largest donor to MATA coupled with our desire to impact both pedestrian and traffic circulation in our district positively. Transportation options for both vehicular and pedestrian traffic are now a critical component of Uptown Dallas' long-term viability. Therefore, we look forward to working with you on these matters.

Michael, thank you in advance for your consideration. We would welcome a conversation or meeting.

Yours truly,


Jud Pankey
Chairman of the Board
Uptown Dallas, Inc.

For more information, please visit uptowndallas.net



UPTOWN DALLAS INC.
3600 MCKINNEY AVENUE, STE 210
DALLAS, TEXAS, 75204
214-871-2825

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CC:

Karla Weaver, North Texas Council of Government
Philip Kingston, City of Dallas Councilman, District 14
Patrick Kennedy, Space Between Studios, Uptown Dallas Urban Planner
Noelle LeVeaux, Executive Director, Uptown Dallas, Inc.



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

February 21, 2019

Mr. James Bass
Executive Director
Texas Department of Transportation
125 East 11th St.
Austin, TX 78701

Dear Mr. Bass:

At the Regional Transportation Council (RTC) meeting held on October 11, 2018, members heard a presentation from Robert W. Poole, Director of Transportation Policy for the Reason Foundation. Mr. Poole recently published a new book, *Rethinking America's Highways*. Mr. Poole's proposed solutions to America's highway funding issues have stimulated our discussion of this topic, and members have received a copy of his book. In addition, a copy of his book was provided to members of the North Texas Legislative Delegation. Therefore, I wanted to provide you and your staff with copies as well and invite you to join us in this important discussion. Chapter 7 supports the transportation direction of the Dallas-Fort Worth region.

A renowned expert on surface transportation, Mr. Poole is an MIT-trained engineer and has advised Presidents Ronald Reagan, George H.W. Bush, Bill Clinton, and George W. Bush on infrastructure issues. He serves as a member of the Transportation Research Board's (TRB) Managed Lanes Committee and was a member of TRB's special committee on the long-term viability of fuel taxes for highway funding. In 2008, he was a member of the Texas Study Committee on Private Participation in Toll Projects.

Please find complimentary copies of *Rethinking America's Highways* enclosed. I hope you will find Mr. Poole's approach to thinking about highway funding informative and consider its applicability to your discussions about transportation funding in the future. If you have questions, please contact me at (817) 695-9241 or mmorris@nctcog.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Morris". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Michael Morris, P.E.
Director of Transportation

MM:al
Enclosure

cc: Bill Hale, P.E., Chief Engineer, TxDOT
Brian Barth, P.E., Transportation Program Officer, TxDOT
Marc Williams, P.E. Deputy Executive Director, TxDOT
Andrea Lofye, Director of Federal Affairs, TxDOT
Robert W. Poole, Director of Transportation Policy, Reason Foundation

Can Fort Worth avoid becoming a Dallas suburb? City hopes tax breaks help

By Luke Ranker, Fort Worth Star-Telegram

FORT WORTH--On most mornings Robert Houston is on the road to Dallas by 1 a.m.

At that time traffic from his northwest Fort Worth home is pretty easy, so he doesn't mind the drive. Plus he makes about \$17,000 more at his telecommunications job on the east side of the Metroplex than he would in Cowtown.

"I've had the opportunity to come back to Fort Worth," said Houston, who has worked 19 years in construction and engineering for the telecom company, three of those years in Dallas. "My wife and I sat down and talked it over. It just comes down to the money. "

That scenario — talented workers commuting to Dallas County for a better paying job — is one Fort Worth officials say needs to be tackled.

It's the sort of thing that can lead Fort Worth to becoming a suburb of Dallas rather than a principal city, as a late 2017 report warned. The lack of business growth also puts a heavier burden on residential property owners and makes the city less competitive.

Nearly 192,000 Fort Worth residents leave the city for work, according to 2014 Census data used in the city's strategic plan last year. That's less than the more than 227,000 who commute into Fort Worth, but the number of people leaving the city has grown sharply. From 2005 to 2014 the percentage of commuters leaving Fort Worth has jumped from 53 percent to 62 percent. In that same time, the number of people living and working in the city grew by about 5,600.

An tax-incentive plan to attract new business may put the city on track to solve that. It features wage requirements near \$44,000, a focus on attracting Fortune 500-type companies and a push for diversifying Fort Worth companies.

The Fort Worth Chamber of Commerce would like to add two corporate headquarters in the next three years, said Chris Strayer, senior vice president for business attraction, retention and expansion. American Airlines is the only Fortune 500 company based in Fort Worth.

The incentives should help put Fort Worth on the map when companies are looking to relocate, said Robert Sturns, Fort Worth's director of economic development.

"We've found it difficult with all the activity in the Metroplex for Fort Worth to be a part of the conversation," Sturns said. "When we get people here to see the city, Fort Worth is an easy sell, so part of it is getting our message out there."

A plan council members approved unanimously on Tuesday includes an 85 percent break for large "mega projects," tech companies and other target industries, down to 25 percent for more general investments. Companies performing research and development can receive reimbursement up to 50 percent of their taxes. The policy also includes incentives for development around commuter rail lines.

Among requirements are a minimum investment of \$10 million for existing companies and \$25 million for new companies, stipulations on wages and rules about contracting with minority- and

women-owned businesses. Rather than focus on the central business district, the investment zones are based on low-income areas.

“We need to get our name out there,” said Fort Worth Mayor Betsy Price. “We’re not known nationally and it’s our responsibility to change that.”

So what kind of companies does Fort Worth want?

Fortune 500-like companies, corporate headquarters and businesses that can leverage Fort Worth’s transportation, manufacturing and aerospace strengths are the primary target, but Sturns said high wages are prioritized.

Last year the city provided about \$16 million worth of incentives, he said, but about \$3.7 billion of private investment was made in Fort Worth, Sturns said.

The city found it needed to be positioned better to attract large corporations when Amazon passed over DFW for the New York and Washington, D.C., areas for HQ2.

Tech is still on the radar, Sturns said.

Austin may be considered Texas’ Silicon Valley, but Fort Worth is positioned to attract small to mid-sized tech companies. Those companies can easily get priced out of a city when large tech firms drive up property values and compete for workers and land.

The Facebook data center, which opened in May 2017, has brought smaller contractors and supplies to the city, which provides a foundation to attract other companies.

“We’re trying to strike a balance between large scale corporate headquarters, and what I see as a growing opportunity from entrepreneurship and innovations,” he said.

Along with technology, the Fort Worth Chamber of Commerce hopes to expand the aerospace industry, and attract food and biology or life-science related companies. In the future, financial technology firms will be on the radar, Strayer said.

“In order to continue Fort Worth’s strength as a twin city, we must look beyond population numbers and look at boosting our commercial tax base,” Strayer said in an email. “Business support is what affords a community to have its own amenities like a world-class symphony, opera, zoo, museums and other assets that will continue to attract talent, not only to live here, but to work here.”

Not all projects will deserve incentives, Sturns said, and the city will be judicious about which companies receive a boost.

On Tuesday the council heard plans to attract the Stanley Black & Decker factory in Farmers Branch to Fort Worth, bringing about 200 jobs with an average wage of \$45,000.

“It doesn’t really help an area like southeast Fort Worth to seed a project that pays \$10 or \$12 an hour,” he said. “You need jobs that can sustain a good quality of life.”

It’s not just incentives that help attract jobs, said Sally Bane, executive director of economic development for Plano. Fortune 500 companies J.C. Penney, Alliance Data, Yuma China Holdings, owners of KFC and Pizza Hut, and Keurig Dr. Pepper have headquarters in Plano.

Though Plano has set aside funds for incentives since 2006, the backbone of what makes the city attractive is a well-educated workforce, Bane said. About 55 percent of Plano workers have at least a bachelor's degree, she said.

"Access to that kind of talent is fundamental and key to attracting business," she said. "We become attractive almost right at the first level for any project."

Building an educated workforce from the ground up has become a major tenant of Price's time as Fort Worth mayor.

"You have to have a strong, educated workforce and you have to prove you're improving education," she said.

It's also about quality of life, which Price said rivals other cities in terms of cost of living and amenities.

That's what has kept Houston, the telecoms worker, in Fort Worth.

He would give up the pre-dawn Dallas shift "in a heartbeat" if he could work in Fort Worth at the same wage. He and his wife grew up around Fort Worth and chose this side of the Metroplex for the lower cost of living.

"That's really not my kind of living," he said of Dallas. "This is home to us."

<https://www.star-telegram.com/news/local/community/fort-worth/article225293525.html>

Offices, apartments, retail on the way at Frisco's \$1 billion Gate development

By Steve Brown, Dallas Morning News

Frisco's \$5 billion mile is getting a new office and retail development called Auspire.

The three-building development is part of The Gate mixed-use project on the Dallas North Tollway. The Gate's Dubai-based owner Invest Group Overseas and developer Ryan Cos. are partnering on the 900,000-square-foot project.

"Auspire has a prime, high-visibility location on the tollway, striking architectural features and abundant nearby amenities," Paul Rowsey, vice president of development for Ryan Cos., said in a prepared statement. "We are in an advantageous position to respond to the strong corporate demand for office space in Frisco. Auspire is at the heart of where corporate America in Dallas has located and continues to locate."

Rowsey said he's ready to break ground on 8 acres fronting the west side of the tollway. The Dallas office of commercial real estate firm Avison Young is hunting tenants for the project.

Architect Gensler is planning the new development, which includes a series of smaller retail buildings to go along with the offices. Two apartment communities, a condominium project and a hotel also are in the mix.

"The Gate totals an approximate 40 acres and will be fully built long before our competitors' developments," Avison Young senior vice president David Quisenberry said. He's marketing the project along with John Conger and Jeannette Del Bosque.

The Gate is just north of the new Frisco Station and the Dallas Cowboys' Star development.

The \$1 billion development already includes apartment communities by Irving-based builder JPI and San Antonio-based Embrey Partners.

<https://www.dallasnews.com/business/real-estate/2019/02/04/new-office-project-way-friscos-1-billion-gate-development>

Say what? How 2 hurricanes delayed this massive DFW highway project

By Bill Hanna, Fort Worth Star-Telegram

ARLINGTON--Drivers who navigate the massive construction project at Interstate 30 and Texas 360 will have to endure it a little longer.

The project, originally expected to be completed in 2020, has been pushed to 2021.

Blame Hurricane Harvey and Hurricane Maria, said Texas Department of Transportation spokesman Val Lopez. In short, the 2017 hurricanes caused a shortage of utility crews who were sent to the devastated areas of Houston and Puerto Rico to help rebuild in the damaged grids.

Construction is ongoing for the \$233 million makeover of the I-30/360 interchange but it won't finished until sometime in 2021. Lopez couldn't say if the project would be completed.

The Texas360/I-30 interchange is being redone to make traffic flow more smoothly between the two highways. It will replace the cloverleaf of ramps with a modern interchange.

For 20 years — from 1957 to 1977 — I-30 was known as the Dallas Fort Worth Turnpike. As part of a toll road, it had few frontage roads. Texas 360 and other roads that crossed I-30 featured bridges over the interstate with few connecting access roads and ramps.

Visit Keep30360moving.org for more information.

<https://www.star-telegram.com/news/local/community/arlington/article225513630.html>

Texas Central picks up another partner for bullet train project

By Bill Hethcock, Dallas Business Journal

Texas Central, developers of the proposed Dallas-Houston bullet train, on Monday named Resource Environmental Solutions to provide ecological mitigation on the project.

RES will oversee plans to comply with U.S. Army Corps of Engineers' requirements that the project restores, enhances and preserves wetlands, streams and environmentally sensitive habitats along the train's route throughout construction and operations.

Houston-based RES, one of the largest ecosystem restoration providers in the United States, joins a team of global companies designing and building the roughly \$18 billion high-speed rail project.

The 200-mph bullet train, if it becomes reality, will cut what now is a four-plus hour drive to 90 minutes. Officials hope the train will open as soon as 2024.

Click on the gallery attached to see the milestones the bullet train has passed and what lies ahead for the project.

The project is led by Texas investors and will not take state or federal grants for construction or operations. The Texas financial backers include developer Jack Matthews and former Houston Astros owner Drayton McLane Jr., among others.

In September, Texas Central announced that it secured an additional \$300 million in loans from two Japanese entities. Texas Central is using the funds to move ahead on permitting, design and engineering, as well as other preliminary work needed to launch construction during 2019.

Over the past decade, in projects across the country, RES has restored more than 58,000 acres of wetlands, enhanced more than 290 miles of streams and planted more than 14 million trees, according to Texas Central.

"The elite team of ecologists at RES will help safeguard local ecosystems, and this is one more example of our approach to protect the land and wildlife in a delicate manner," Texas Central's Bill Tucker, the project delivery director, said in a prepared statement.

Elliott Bouillion, CEO of RES, called the Texas bullet train "an excellent example of how a modern, green infrastructure approach can be harnessed for both ecological and economic benefits."

"We believe that by engaging with partners dedicated to low-impact design and development, it's possible to achieve both environmental sustainability and advanced infrastructure," Bouillion said.

Another prominent RES project is the Bois d'Arc Lake Mitigation Area, which supports a 16,600-acre reservoir being built in Fannin County to provide water services to 80 communities in North Texas. Additional RES work includes the Brooks Creek Wetland Mitigation Bank in Bowie County and the Robinson Fork Stream Mitigation Bank, the largest floodplain restoration project in the northeastern United States.

Texas Central estimates the bullet train will remove more than 14,600 cars per day from Interstate 45, offsetting emissions in an area covering four counties that are in air quality nonattainment status.

Texas Central will use the newest generation of Shinkansen trains, the N700 Supreme, which consumes seven percent less energy and weighs seven tons less than the previous model. Lighter trains result in less noise, vibration and impacts on materials and land, Texas Central says.

The project is expected to create roughly 10,000 jobs each year of construction and 1,500 full-time jobs when operational.

https://www.bizjournals.com/dallas/news/2019/02/04/texas-central-picks-up-another-partner-for-bullet.html?iana=hpmvp_dal_news_headline

The best thing the city of Dallas can do for the Preston Center parking garage is let it crumble

By Art Hudman, Dallas Morning News

Let me offer a little different perspective on the ongoing Preston Center Parking Garage controversy. History is always a good starting point.

Developed in the years after World War II, when shopping centers first appeared on the America landscape, Preston Center represents a sort of prehistoric version of the modern shopping center common today. This may explain its resemblance to an old-style town square (think downtown McKinney). Parking for the businesses sat in a center square owned by the developer — originally unpaved, I am told. At some point the developer persuaded the city to take ownership of the square. Why the city agreed will ever be a mystery to me, given that ownership appears encumbered by parking rights in favor of surrounding lot owners.

The lot was paved and operated as a simple surface parking lot for years, then the surrounding businesses determined they needed more parking. Fortunately for the taxpayers, this was at a point in history when municipalities didn't routinely build parking for private businesses. Ah, the good old days!

The area was licensed to a nonprofit merchants association composed of the surrounding businesses that built the existing two-story garage and committed to maintain and operate it. This is an important point: The benefited landowners built the garage with private dollars, not taxpayer money, with the land and new garage belonging to the city.

As years passed and land values skyrocketed, it dawned on some that the square, used solely as parking, was grossly underutilized. Numerous parties sought to unlock the potential value. Unfortunately, the retained parking rights together with fractured ownership of the surrounding lots stymied every effort. Recently, neighborhood factions asserted density issues, further complicating the search for a higher and better use of this public asset.

While with the city, I and others advocated selling the garage area for commercial development with the goals of securing the maximum sales price for the city, getting the area back on tax rolls, and preserving adequate parking for surrounding businesses. In my opinion, fear, greed, mistrust and inertia on the part of the surrounding lot owners prevented any meaningful progress. Said factors persist. While these discussions never addressed the admittedly difficult traffic issues, and everyone loves open spaces, developing this site as a public park squanders value that could fund more pressing city needs.

Here is my suggestion. Taxpayers should not spend a single dime providing parking for this area. They don't do it for the typical Kroger or Kohl's store. Why should they here? They didn't do it when the garage was originally built. Why should they now? If the garage is crumbling, the lot owners who built it and agreed to maintain it should step up. It is their interests that stand to benefit or suffer. Otherwise, let the garage crumble into gravel and revert to the original surface parking the city foolishly accepted, lo those many decades past.

Maybe then values of the surrounding land will decline enough that someone will consolidate ownership and redo the whole area. Just look across the street to see what that looks like.

That's the real issue here — decades of multiple individual owners sitting on their land, hoping someone else will invest the money, take the risk and raise the value of their holdings while they safeguard their own narrow interests. This phenomena is made worse by area residents who want to deny the realities of an ever-denser urban environment by blocking progress via death by a thousand meetings.

This is the same dynamic that for years impeded redevelopment of numerous downtown buildings and Southwest Center Mall and continues to hobble Valley View Mall and other area projects. Sadly, state law prohibits condemnation for strictly economic development purposes. When economic and ownership logjams of this nature stifle desperately needed redevelopment, it clearly warrants use of eminent domain authority. (And to those who argue on the side of property rights, just remember every road you travel, every glass of water you drink and every load of garbage you don't have to burn in your back yard was made possible by the direct or indirect use of eminent domain.) Maybe the Legislature will address the issue this session. Doubtful, but hope springs eternal.

Alternatively, the city might try condemning out the parking rights and building low-income housing and a satellite branch of The Bridge on the site. That proposal should get everyone to the table seeking a reasonable solution.

<https://www.dallasnews.com/opinion/commentary/2019/02/05/best-thing-city-dallas-can-preston-center-parking-garage-let-crumble>

3 things to know about Trump's State of the Union speech – that aren't about the border wall

By Tom Benning, Washington Bureau (Posted by Dallas Morning News)

WASHINGTON — President Donald Trump's State of the Union address on Tuesday got at much more than just a border wall.

While the situation along the U.S.-Mexico line headlined the primetime speech — particularly as Washington barrels toward another shutdown showdown — the president touched on a wide range of issues to outline his vision both foreign and domestic.

He also, on several occasions, appealed to bipartisanship.

"We must choose between greatness or gridlock, results or resistance, vision or vengeance, incredible progress or pointless destruction," he said. "Tonight, I ask you to choose greatness."

That call for kumbaya drew eye rolls from Democrats like Rep. Marc Veasey of Fort Worth.

"Over the last two years, the president's rank disregard for working Americans has squandered any credibility he ever had," he said, calling Trump's speech "smoke and mirrors."

But there was nevertheless lots to consider. Here is a closer look at three of Trump's priorities — beyond the border wall:

Trade

Trump didn't hesitate to tout his trade wars.

The president hailed his no-holds-barred approach as a necessity, even as his reliance on tariffs have irritated key trading partners and elicited complaints from businesses in Texas and beyond about the added costs that often get passed along to consumers.

"To build on our incredible economic success, one priority is paramount: reversing decades of calamitous trade policies — so bad," he said, calling the North American Free Trade Agreement a "historic trade blunder."

Trump cited progress in bringing countries like China to the negotiating table as a reason why lawmakers should give him expanded authority to impose tariffs. But that's a long shot, given that many Republicans and business groups dislike the idea.

The president also urged Congress to approve his NAFTA revamp, which he is rebranding as the U.S.-Mexico-Canada Agreement.

The new accord won praise from many in Texas and elsewhere, though some of that feedback simply reflected relief that Trump didn't withdraw from NAFTA as he had long said he would. Some Democrats and Republicans continue have concerns about various aspects of the deal.

"That's going to be a pretty bumpy road, especially in this political climate," said Texas Sen. John Cornyn, a Republican who supports the NAFTA overhaul.

Infrastructure

Trump, as he has before, pitched infrastructure as potential common ground between Republicans and Democrats.

"I am eager to work with you on legislation to deliver new and important infrastructure investment, including investments in the cutting edge industries of the future," he said. "This is not an option. This is a necessity."

It's an idea that makes sense on a couple different levels. Trump's background is as a builder, albeit of skyscrapers rather than roads or bridges. And no one, in either party, questions that America has more than a few potholes that need to be filled.

"We have a lot of upkeep that needs to be done around the country," said Rep. Colin Allred, D-Dallas, who was looking for Trump to "signal his willingness to work" on infrastructure.

But the president offered no detailed prescription.

He didn't rally support for his earlier infrastructure proposal, which would've leaned heavily on investment by local governments and private entities. He also didn't propose any new game-changers, such as a major revenue-raiser like increasing the federal gasoline tax.

So it would be an understatement to say there is skepticism about anything getting done.

Michael Morris is transportation director at the North Central Texas Council of Governments. He admitted recently that he's "been totally frustrated that transportation hasn't moved in the first two years" — and that he's not optimistic the next two years will be any different.

"Realistically, from zero to 100, how many points would you indicate, 100 being likely, that the tone and conversation in Washington is going to put together a really nice infrastructure bill for the country?" he said. "To me, it's horrifying."

Foreign conflicts

Trump defended his contentious plans to reduce U.S. troop levels in Syria and Afghanistan.

Both actions mark a paradigm shift in American foreign policy, with Afghanistan being the site of the longest military conflict in U.S. history and Syria being home to a complicated fight that features forces like the Islamic State, Russia, Iran and U.S-backed Kurdish fighters.

"As a candidate for president, I loudly pledged a new approach," he said. "Great nations do not fight endless wars."

The president will likely have to continue making his case, particularly as it relates to Syria.

Defense Secretary Jim Mattis resigned in late December after disagreeing with Trump's troop decisions. And Republicans like new Houston Rep. Dan Crenshaw, a former Navy SEAL, have warned Trump against a complete withdrawal from Syria.

"We can't effectively maintain security or intelligence collection from Iraqi bases," Crenshaw wrote recently on Twitter. "We go there so that they don't come here. It's that simple. Hold the line."

<https://www.dallasnews.com/news/donald-trump-1/2019/02/05/3-things-know-trumps-state-union-speech-border-wall>

Do non-Texas drivers pay for driving on North Texas toll roads? Curious Texas investigates

By Elvia Limon, Dallas Morning News

At some point, you've probably had a friend suggest their status as a non-Texan is anointed with a special privilege while driving in North Texas.

That's what happened to one of our readers who identified himself as Brian. One of his friends told him once that he's never received a tollway bill despite driving on several North Texas toll roads.

Brian's acquaintance lives out of state and his vehicle is registered out of state. Brian told Curious Texas his friend often visits North Texas on business, so Brian wanted to know how many people are not being billed for driving on the same tollways.

"Years ago, I started hearing stories of people who never paid and began collecting six figure toll fines," he said. "It just occurs to me, as a citizen who pays to drive on the roads with tax dollars, what percentage of people actually people for the roads they're driving on?"

That's why Brian asked Curious Texas to investigate: How many people who drive on North Texas Tollway Authority roads pay their toll bills?

His question is part of Curious Texas, an ongoing project from The Dallas Morning News that invites you to join in our reporting process. The idea is simple: You have questions, and our journalists are trained to track down answers.

Brian reached us via our texting group.

You can send us your Curious Texas questions by texting "DMN" to 214-817-3868. Follow the prompts and introduce yourself to us, share your story or questions, and we'll text you with information as we report the story.

Tollways in North Texas extend from downtown Dallas to Collin County to Denton County to Tarrant County. Some highways in the Dallas-Fort Worth area also have TEXpress Lanes, which are toll lanes built within an existing highway to alleviate traffic.

NTTA spokesman Michael Rey said via email that out-of-state drivers are not immune from tollway bills. Their license plate must first have enough activity on North Texas toll roads to justify sending an invoice, which will be either after three transactions or \$2.50 in tolls.

"In other words, we would not spend more to generate and send a bill than that bill would collect," he said.

Rey said the NTTA currently has agreements with the Texas Department of Motor Vehicles, and similar agencies in Louisiana and Oklahoma, to track down drivers who live outside of the North Texas area. The NTTA also uses third-party vendors to search the addresses of drivers registered in other states.

It may relieve Brian to learn that toll dodging is not a common trend, according to Rey. He said that more than 82 percent of drivers who drive on NTTA roads have a toll tag. Approximately 92 percent of those who don't have a toll tag pay their bill.

Drivers may want to think twice before joining the 8 percent of people who skip paying their toll bill.

The invoice will be forwarded to a collection agency if they don't pay their debt by their third notice, Rey said.

Toll dodgers' cars can also be towed if they're caught on a tollway.

Texas lawmakers in 2013 gave toll agencies the power to go after drivers who've racked up more than 100 tolls -- fees accumulated while driving on tollways -- per year. Habitual violators could have their vehicle registration blocked and can be banned from Texas toll roads.

If they're caught, they can face a misdemeanor ticket of up to \$500 and impoundment of their vehicle, The News reported in 2013.

<https://www.dallasnews.com/life/curious-texas/2019/02/06/non-texas-drivers-pay-driving-north-texas-toll-roads-curious-texas-investigates>

Drones Pose A Unique Big Data Challenge For Business Users

By Colin Snow, Forbes

The public might consider them nuisances, but in the commercial market, drones are valuable data collection devices. Their primary task is to capture, store, and transmit data. So as IT departments consider integrating more drone data into existing enterprise business processes, they face new data governance requirements. As drone technology matures, it is important for companies to know what it means for their information technology and software.

Drones present both a big data and an IoT challenge

Up to now, the focus of commercial drone use has been on accurate data collection and visualization—not IT process integration. To be fair, applications have been developed to support verticals like agriculture, construction, energy, mining, and telecom with cloud-based services, but these applications mostly produce and serve up maps, e.g., location maps for managing and servicing company infrastructure and other assets.

Just as with big data, the challenges of drone data include analysis, curation, search, sharing, storage, transfer, visualization, and information privacy. We are already beginning to see drones efficiently replace static IoT sensors with one device that is in motion and can capture multiple types of data (so not just pictures and video, but also emission gases, radio signals, geodetic data, etc.).

Is drone data that unique?

Like all IoT devices that are in motion, drones bring a lot of value and at the same time have a lot of challenges. For the most part, drone data is geospatial (or geographic data), imagery, videos, binaries, etc., so falls into the category of non-standard IoT data. However, if you work in IT, you'll want to understand that this data has some unique requirements. For example, it requires image recognition analysis and considerable transformation and data parsing if it is to become useful information. For example, it requires image recognition analysis and considerable transformation and data parsing to become useful.

A lot—if not most—of the data collected from drones can be used by geographic information systems (GIS). GIS are mostly used for mapping and analyzing, and they integrate common database operations—such as query and statistical analysis—with visualization and geographic analysis. So, think mapping tools like esri ArcGIS.

Data governance implications

When dealing with drone data you may need to expand your current data governance policies because of new risks associated with aerial data itself (like privacy concerns) and the location and operations of the drone (because a drone is legally an aircraft and operates under certain regulations). For example, you may need to revisit policies regarding:

- Source aviation system, its access, and APIs
- Security and reliability along the “chain of custody” (drone service provider, to the cloud data service, to your front door)
- Privacy and risk mitigation (legal issues)

- Traditional Master Data Management (MDM) to straighten out the differences in reference data like location, asset type, customer name, etc.
- Archive of source data for later re-processing (do you trust the custodian?)
- Access control (who gets to see what and when?)

Learning a new lexicon

As you start integrating drone data, you should familiarize yourself with the most common types of processed “processed” data from drones—not the raw data, but the data produced by imaging software and the ones you’ll most likely come across if you’re in IT. Here are five examples:

An orthomosaic is an aerial photograph geometrically corrected (“orthorectified”) such that the scale is uniform: the photo has the same lack of distortion as a map. Typically, an orthomosaic is a composite of individual photos that have been stitched together to make a larger one. What you need to know is that the individual photos that make up orthomosaics each have their own georeference. The processed data (the composite) is what your end users want to use, but they may also want to know the location of the source data if it needs to be referenced later. Think about this in data governance terms. You may need to revisit your data retention rules if the source images are needed for evaluating changes over time.

Thermography (sometimes referred to as thermal imaging) uses thermal video cameras to detect radiation in the long-infrared range of the electromagnetic spectrum. Building construction and maintenance technicians can see thermal signatures that indicate heat leaks in faulty thermal insulation and can use the results to improve the effectiveness of their work. Thermal mapping is also “a thing” with vendors like DroneDeploy, which offers live streaming views, and can either be an image or a map.

Photogrammetry is a technique which uses photography to extract measurements of the environment. This is achieved through overlapping imagery, where the same feature can be seen from two perspectives. With photogrammetry, it is possible to calculate distance and volume measurements. Departments use these outputs to create “point clouds” or 3D images used to do things like render a building or measure the volume of a stockpile.

LiDAR stands for “Light Detection and Ranging.” It is a remote sensing method that uses light in the form of a pulsed laser to measure ranges (variable distances) to the Earth. These light pulses—combined with other data recorded by the airborne system—generate precise, three-dimensional information about the shape of objects and their surface characteristics. The accuracy of LiDAR images is stunning (we’re talking millimeters), which is why surveyors and construction engineers favor this technology. What you need to know is that LiDAR files are big. Datasets for a simple project area can be 1-2 TB.

Video is the most common and at the same time the most complex type of drone data. It’s complex because video is almost always stored in compressed form to reduce the file size for storage. A video file normally consists of a container format holding video data in a coding format alongside audio data in an audio coding format. Those are known as CODECs. The container format can also contain synchronization information and metadata such as GPS location and directional data, which can be encoded in each frame. 10 minutes of video at 30 frames per second = 18,000 frames. It’s complex because, when analyzing video data, you have to sort through all 18,000 pieces of frame data.

So here's the big data problem—it's the analytics. Most of what you want to know from images and video files (What can I see? What is happening? What is the value?) cannot be extrapolated by the traditional enterprise big data vendors. While automation can exploit this data and increase analysis efficiency, image and video analysis is more often done by teams of specialists. For this, you may want to outsource to an AI vendor that specializes in imaging or use an online drone data service.

<https://www.forbes.com/sites/colinsnow/2019/02/06/what-every-cio-needs-to-know-about-commercial-drone-data/#14e6fc7f89ba>

Only one firm interested in review of \$1.16B project

BY LUKE RANKER lranker@star-telegram.com

FORT WORTH

The independent review of Fort Worth's \$1.16 billion Panther Island project that city leaders say is necessary to restore confidence in the flood control and economic development effort hit a snag.

Only one firm responded to a request for bids to conduct the review.

Request for bids to conduct the review, which analysis the Panther Island feasibility, were put out in December with the idea that several national or local firms would submit bids. In January the Trinity River Vision board, comprised of Fort Worth and Tarrant County officials, briefed six consulting firms about the scope of the review.

Virtually nothing is known about the firm's proposal, because every page of it was marked proprietary and was not made public.

"We're surprised as anyone," G.K. Maenius, Tarrant County administrator and Trinity River Vision Authority board president, said of only receiving one bid.

The firm is nationally recognized and has an office in Dallas-Fort Worth, but Maenius said he couldn't make the firm's name or its estimated cost public.

At least four national consulting firms with offices in Dallas-Fort Worth showed interest in reviewing Panther Island in January:

A AlixPartners, a corporate renewal firm.

A BDO, accounting consultants.

A Mercer, specializing in human resources.

A Riveron, a business consulting firm.

Originally, a firm was expected to be selected by March 7 with the review done by June 19. That time line will have to adjusted, Maenius said.

The board must review the firm's proposal, which he described as "detailed and extensive," but also the board's original request.

It's possible the request wasn't clear enough, he said.

Rather than focus on one aspect, like finances or management, the review called for by locals cast a broad net. It included "management structure, including accountability structure and staff composition and roles."

Calls for an independent review came last fall after the federal government skipped funding the Congress-approved project, also known as the Trinity River Vision Central City project.

To mitigate flooding, the U.S. Army Corps of Engineers cut a bypass channel, creating Panther Island in the Trinity River.

Though the project has missed out on 2019 funding, the project has about \$9 million held over from past years. Most of that work will be done away from the downtown bypass channel in Gateway Park. To stay on the "critical path," the minimum work to keep the project on schedule, Washington will have to kick in at least \$26 million in 2020, water district officials have said. About \$322 million in local money has been spent since the project's inception more than 10 years ago. Purchasing the land needed for the channel and relocation of displaced businesses has cost about \$140 million.

Meanwhile, the schedule is unclear for three bridges being built over dry land to what would be Panther Island.

Originally slated to open this year, an update last month showed the completion had been delayed again.

According to that update, the White Settlement Road bridge, furthest along in construction, should be ready for traffic by late summer 2020, North Main Street by February 2021 and Henderson Road will follow in the spring of 2021.

But on Wednesday, project managers said the time line may be adjusted again following a "deep dive" into the contractor's progress.

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Why Fort Worth (probably) can't have a TEXRail system as large as Dallas' DART trains

By Gordon Dickson, Fort Worth Star-Telegram

FORT WORTH--The popularity of Fort Worth's new TEXRail commuter train system has prompted many residents to call for a comprehensive commuter rail system that takes people to more corners of Tarrant County.

Some North Texans point to Dallas's extensive DART light-rail system, and wonder why Fort Worth can't have something like that.

The answer isn't just about money.

True, Fort Worth's Trinity Metro transit system operates on a much smaller budget because only a half-cent sales taxes is collected for transit in the Fort Worth area, compared to a full 1 penny sales tax in the Dallas area.

But a more important reason has to do with right-of-way. Fort Worth doesn't have the space to build new rail lines — not, at least, without tearing down lots of existing private property (which local transit officials say they don't want to do).

"If you think about it, railroads have to have the right-of-way in order to run," said Bob Baulsir, Trinity Metro senior vice president. "It limits us to where we can be."

The Dallas Area Rapid Transit light-rail system now has 93 miles of track, and is one of the largest systems in the western United States.

Here's why:

From the late 1980s through the 2000s, DART's board of directors bought up more than 120 miles of freight tracks that were being abandoned by railroads, who had recently been deregulated by the federal government and were going through a period of corporate consolidation.

DART used a combination of cash from sales tax revenue and federal transit grants to buy the railroad right-of-way, DART board member Paul Wageman of Plano said. The DART light-rail system — which opened in 1996 — was able to expand quickly and methodically as additional money became available to build new stations, lay modern tracks and extend overhead electrical lines to power the trains.

"An extensive rail system was always part of the regional vision for DART," agency spokesman Morgan Lyons said in an email. "As such, DART Boards and executive leadership stayed focused on assembling the resources needed to fulfill the vision."

For example, in April 1988 DART bought 34.28 miles from Southern Pacific Transportation Co. In September 1990, DART bought 32.01 miles from Union Pacific (for today's Trinity Railway Express line). In September 1995, DART purchased 11.4 miles from the Atchison, Topeka & Santa Fe Railway Co.

Today, DART's light rail map looks like a rainbow-colored spider web, with train lines connecting downtown Dallas to the city's Oak Cliff area, Rowlett, Plano, Richardson and many other places.

Fort Worth also has a spider web-like network of railroad lines, but most of them are extremely busy with freight train traffic operated by Fort Worth-based BNSF Railway Co. and Omaha, Neb.-based Union Pacific Railroad.

Part of the problem was timing. While the freight railroads saw little use for many of the old right-of-way in Dallas, they never stopped using most of the Fort Worth-area tracks.

There are some expansion plans in the Fort Worth area that seem realistic.

For example, Trinity Metro is already working on a plan to extend TEXRail a few miles south to planned station at the medical district, as well as West Berry Street near Texas Christian University — although that plan requires permission from the Fort Worth & Western Railway, which controls the tracks.

When the first 27-mile portion of TEXRail was being planned, it was stalled for years by negotiations with Fort Worth & Western, Union Pacific and DART. (The latter owns the Cotton Belt line, which runs from the Fort Worth Stockyards to Wylie.)

Trinity Metro also will look to other transit options, such as building park-and-ride lots and bus rapid transit lines to areas where there is demand for public transportation, but not rail right-of-way, Baulsir said.

Jeriat Gillum, a Fort Worth resident who describes himself on Twitter as an architect in training, posted his version of what a TEXRail regional rail network would look like if Trinity Metro had right-of-way on about 10 sets of area freight railroad tracks.

His art work looked just like a subway map, with color-coded rail lines connecting downtown Fort Worth to Denton, Keller, Mansfield, Cleburne and Lake Worth. For many, it's a vision for that Fort Worth's transit system could someday look like.

Many others commented on Gillum's tweet, expressing support for his concept, although some on social media cautioned that rail expansion in Fort Worth is likely years away.

"The waiting (and hoping)," Gillum responded on Twitter, "is the worst part..."

<https://www.star-telegram.com/news/traffic/honkin-mad-blog/article225640900.html>

As Amazon wavers on New York, could Dallas have another shot at HQ2?

By Melissa Repko, Dallas Morning News

Three months ago, Dallas saw its shot for Amazon's second headquarters slip away. Now the e-commerce giant's political battles in New York have some people wondering whether Dallas and other cities are back in the game.

Amazon announced in November that it would split its second headquarters between two locations: Long Island City, a neighborhood in the New York City borough of Queens, and the Crystal City area of Arlington, Va., near Washington, D.C. It said each campus would get 25,000 jobs. A third city, Nashville, won an Amazon operations hub with 5,000 workers.

Dallas was considered a top contender. It was one of a handful of cities to receive a second visit by Amazon officials in August. But it ultimately lost out to the East Coast hubs.

Since then, however, the Seattle-based company has received pushback from politicians and the public, in part over planned economic incentives. Amazon is now rethinking its plan for the large campus in New York and looking into other options, according to a report on Friday by The Washington Post. The report attributes the information to two unnamed people "familiar with the company's thinking."

The Dallas Regional Chamber, which spearheaded the North Texas bid, declined to comment through a spokesperson on whether it had been in touch with Amazon since the November decision. Dallas Mayor Mike Rawlings also declined to comment.

Amazon has not leased or purchased land in New York for the project. It said in a prepared statement Friday that it was "focused on engaging with our new neighbors."

"Whether it's building a pipeline of local jobs through workforce training or funding computer science classes for thousands of New York City students, we are working hard to demonstrate what kind of neighbor we will be," the company said in the statement.

If Amazon did consider an alternative, it could choose from many options. Among them: It could decline its economic incentive package. It could increase the number of employees moving to Nashville and Washington, D.C., and decrease the number heading to New York. Or it could reopen its location search and put the 25,000-person campus elsewhere.

Some Dallas business leaders are making it known that they'd still welcome the company.

"Our region would certainly welcome another opportunity to compete and talk to Amazon officials," said Chris Wallace, president and CEO of the North Texas Commission, a public-private partnership that advocates for the Dallas-Fort Worth area. "We've got a region here that's prime for more relocations of corporate headquarters."

Wallace said Dallas-Fort Worth would be better able to absorb a large Amazon campus than New York City because it is a giant, sprawling region with a business-friendly climate, an affordable cost of living and a fast-growing population.

“If they can't work out their location in New York and they have to move their second headquarters to another location, I have no doubt they are going to look to North Texas,” he said.

But Amazon's decision to look at alternatives could also be a push to get New York politicians to recommit, said Brad Harris, associate professor of management at Texas Christian University's Neeley School of Business. While some politicians and advocacy groups have spoken out against giving generous subsidies to a thriving tech company run by one of the nation's best-known billionaires, New York Gov. Andrew Cuomo and New York City Mayor Bill de Blasio have championed the project.

“It's sort of a negotiation strategy of saying, ‘OK, you say you don't want us, but let's put it to the test,’ ” Harris said.

Amazon's announcement to split the headquarters in November ended a lengthy — and very public — search for Amazon's second headquarters, dubbed HQ2. The more than 15-month process prompted a frenzied competition among 238 cities in North America. In January 2018, Amazon unveiled a list of 20 finalists that included Dallas and Austin.

In November, hours after Amazon announced its decision, Rawlings said he was disappointed. He said the decision should prompt soul-searching, and he called for the Legislature to increase spending on public and higher education.

"I like to win, so my heart's broken today," Rawlings said at the November news conference, "but I will tell you we are leaps and bounds better as a city because we went through this."

In New York City, however, some didn't see the Amazon campus as a prize. Opponents protested outside City Hall, sprayed graffiti on Amazon signs and went door to door telling residents that the campus would increase rents and push them out.

In recent weeks, the project has faced a new threat: A New York state senator who's a vocal critic of the deal was nominated to a state board that must approve it.

The retail giant is moving forward with its expansion plans in Arlington, Va., and Nashville. Virginia Gov. Ralph Northam signed a law Tuesday to provide up to \$750 million in state subsidies for the headquarters. And in Nashville, state politicians have approved \$15.2 million for roads, sewers and other infrastructure near the project.

Harris, of TCU's Neeley School, said he saw Amazon's pick of two East Coast cities as a missed opportunity. He said reopening the search could give the company a new chance to gain geographic diversity, attract different kinds of employees and move to a place where Amazon would be well-received.

But, he said, he's not holding his breath.

“They are probably most likely to bolster the employment count of Virginia and Nashville rather than picking a new location. I strongly suspect what's going on right now is posturing.”

<https://www.dallasnews.com/business/business/2019/02/08/amazon-wavers-new-york-could-dallas-another-shot-hq2>

DART board of directors approve addition of second track along Cotton Belt line through North Texas suburbs

By Gavin Pugh, Community Impact

The Cotton Belt passenger rail line will feature a two-way double track that will not only improve efficiency but also add more than \$100 million to the project's price tag.

The Dallas Area Rapid Transit board of directors unanimously approved adding the double track along the entirety of the future east-west running railway at its Feb. 12 meeting. The design change is expected to eventually reduce the wait period between rail cars to under 20 minutes for both directions.

Plano Director of Special Projects Peter Braster said increasing the frequency of trains could attract more riders for the future line.

"Reducing headways means more frequent trains, so the ability to get more frequent trains is always better because you then can adjust your schedule to demand," Braster said. "When you can increase service, you can have more riders. All in all, that's a good thing."

When complete, the Cotton Belt line will connect southeast Plano to the Dallas/Fort Worth International Airport. Construction for the project is expected to begin later this year, with a projected completion date set for some time in 2022.

One of the key benefits of having the Cotton Belt line running through Plano will be providing residents greater access to employment, Braster said.

"While going to the airport is great, it's really getting people to jobs," Braster said. "More frequent service, getting people to jobs both inside Plano and outside Plano is really the best thing for us."

The new track design comes at an extra \$109 million to DART—raising the design and build contract to the maximum allowable price of \$923 million, said Timothy McKay, the DART executive vice president of growth and regional development.

DART entered into the design and build contract with Archer Western Herzog in December.

Adding the second track is expected to help avoid train schedule delays during construction and maintenance periods, he said. It will also provide a more flexible system for freight trains that are using the rail.

<https://communityimpact.com/dallas-fort-worth/plano/top-stories/2019/02/12/dart-board-of-directors-signals-support-for-second-track-along-cotton-belt-line-through-north-texas-suburbs/>

Dallas to Amazon: We still have an impressive site for you, or another company

By Maria Halkias, Dallas Morning News

Maybe Dallas didn't score one of Amazon's new headquarters, but developers, architects and economic development officials say the city gained a road map for how downtown Dallas can develop in the future.

And, with arms wide open, they're closely watching New York City's sometimes unwelcoming reception in case Amazon changes its mind.

"We never hung up the phone with Amazon," said Mike Rosa, senior vice president of the Dallas Regional Chamber, referring to the most recent announcement of an Amazon air hub at Alliance Airport and a fulfillment center in West Dallas, its eighth in Dallas-Fort Worth.

Recent reports suggest the technology and retailing giant, which employs more than 11,000 people in D-FW, may be having doubts about New York City following heated political battles over incentives, union requests and displacement of residents.

"If they're readjusting their decision to place a headquarters in New York, they certainly know who to call," Rosa said, who watched all six hours of intense and sometimes hostile questioning of Amazon officials during recent New York City Council meetings.

"Wow, my goodness," he said. "Amazon was invited to choose New York. I wouldn't be surprised if they (Amazon officials) got back to their office and had a discussion" about whether to reconsider.

Rosa spoke at an Urban Land Institute panel Tuesday hosted by architects HKS, which created a model that incorporates three downtown Dallas sites picked by Amazon when the company narrowed its choice last August to the region's largest urban core.

The model was on display during the presentation. While it presents an impressive downtown expansion conceptualized for Amazon, it's ready for other interested companies, said Dan Noble, CEO of HKS.

"Design can move the needle," Noble said. It can create density downtown, something many companies are looking for in D-FW, which now has a population spread out across a large region.

HKS was closely involved in the process of pitching to Amazon. The firm set up a "war room" for officials and developers to meet, said Linda McMahon, CEO of The Real Estate Council.

While Dallas is known for having fiercely competitive real estate developers, "everyone worked together on this one," said Todd Watson, senior vice president of Hunt Realty Investments.

Hunt Realty was a part of the downtown site that included the Reunion area, the Dart Train station and former Dallas Morning News building.

The other two sites are a 20-acre area between Dallas City Hall and Interstate 30 proposed by Hoque Global and KDC and the area around the Cedars neighborhood proposed by developer Jack Matthews.

<https://www.dallasnews.com/business/amazon/2019/02/12/dallas-amazon-still-impressive-site-another-company>

Hundreds more houses on the way at huge Walsh Ranch project west of Fort Worth

By Steve Brown, Dallas Morning News

Developers are starting construction on the next phase of the huge Walsh Ranch development west of Fort Worth.

The 7,200-acre community opened in 2017 and is one of the largest mixed-use developments in North Texas. More than 600 residents have moved into the project

Developer Republic Property Group is beginning construction on 550 more homes.

"We're focused on continuing to provide quality home sites and distinct neighborhood features that further the vision for Walsh and are affordable and attractive options for today's buyers," Jake Wagner, co-CEO at Republic Property Group, said in a written statement.

The new Overlook Park and Lake Park neighborhoods also will include miles of new hiking and biking trails and two parks.

Homes at Walsh Ranch have sold at prices ranging from the \$270,000s to nearly \$800,000.

Model home construction in the two new neighborhoods will begin in a few months, with completion expected in late summer.

Builders in Walsh Ranch include Britton Homes, David Weekley Homes, Drees Custom Homes, Glendarroch Homes, Highland Homes, John Askew Custom Homes, MK Homes, Toll Brothers, Village Homes and Parkhill Homes.

Plans for Walsh Ranch, at the intersection of Interstates 30 and 20, call for an eventual 15,000 homes and 50,000 residents.

<https://www.dallasnews.com/business/real-estate/2019/02/12/hundreds-houses-way-huge-walsh-ranch-project-west-fort-worth>

Don't like red light cameras? These Texas lawmakers don't either — and want to ban them

By Anna M. Tinsley

Some lawmakers say it's time to turn off red light cameras in Texas.

And so far, a handful of proposals have been filed to do just that.

"The people of Texas have ... had enough," said state Rep. Jonathan Stickland, R-Bedford, who filed one of the bills. "It's time that we protect the rights of Texans and finally ban red light cameras."

Critics have long said the cameras violate the U.S. Constitution and lead to rear-end accidents. Supporters say they make streets safer and generate needed money for cities.

The difference this time is that Texas Gov. Greg Abbott has weighed in on the issue.

"Red light cameras ... are expensive, studies indicate that they may increase accidents where deployed, and they pose constitutional issues," he wrote in his Safeguarding, Security, Serving report released last year. "Texas should ban the use of these devices by preempting local authority to utilize them."

The cameras are set so vehicles entering intersections after the light has turned red are photographed. After an offense, a \$75 ticket is sent to the car's owner.

Vehicles entering the intersection on yellow that are still in the intersection when the light turns red are not photographed, according to the Texas Department of Transportation.

Some of these cameras have been up and running across Texas for more than a decade.

And drivers in some areas of Texas, including Arlington in 2015, have already voted to take them out of their communities. An effort to do that last year in Fort Worth failed when organizers couldn't get enough signatures on petitions asking city leaders to put the issue on the ballot.

Red light proposals

Stickland has filed House Bill 1631 to ban red light cameras.

Similar proposals have been filed through the years, including one by him in 2015, but none have made it through both the House and the Senate.

"I think the red light cameras violate the constitutional rights of Texans," Stickland said.

He believes 2019 could be the year the proposal to turn off red light cameras actually becomes law.

"The Legislature is a slow moving giant and we are finally here," he said.

State Sen. Bob Hall, R-Edgewood, filed a companion measure, Senate Bill 653.

"The law would stop new cameras," Hall said, noting that "the only reason those cameras are there is to collect money as a revenue source."

And state Rep. Jim Murphy, R-Houston, has filed HB 537 to require any city that operates red light cameras to conduct a study every five years to determine traffic volume, the number of violations at each intersection, safety concerns and more.

This bill, he said, “will ensure that potential camera sites are professionally and properly evaluated and that cities place these devices only where they are the best option for public safety.”

Texas lawmakers have until the end of their legislative session, May 27, to pass any new bills.

Civil violation

Critics have long argued that anyone who receives red light camera tickets shouldn't pay them because they are civil violations.

That means they don't show up on driving records or affect insurance rates. And these unpaid tickets can't be reported to a credit bureau, so credit ratings aren't impacted.

Some Texas counties, such as Dallas, flag motorists with unpaid red-light tickets and block their vehicle registrations until the tickets are paid. Tarrant County does not block vehicle registration for unpaid light camera fines.

But any tickets left unpaid will trigger reminder notices and repeat notices that a \$25 late fee will be added to the bill. And accounts with unpaid tickets may be flagged, which likely will block online registrations.

Tarrant County Tax Assessor-Collector Wendy Burgess said anyone who has an account that is flagged may go to any of the eight local tax assessor collector offices. There, they will be allowed — in person — to renew their registration no matter how many unpaid red light tickets they have.

State Sen. Pat Fallon, R-Prosper, has filed SB 459 to prevent county assessor collectors and the Texas Department of Motor Vehicles from refusing to register motor vehicles, or transfer the title of a vehicle, because of unpaid red light camera tickets. Hall filed a similar proposal, SB 413.

<https://www.star-telegram.com/news/state/texas/article226143205.html>

The master plan is meticulous, but some say the developer isn't sticking to it

By Gordon Dickson, Fort Worth Star-Telegram

FORT WORTH--The enormous Walsh master-planned community in far west Fort Worth is expanding, but some residents say they were caught off guard by plans to build much denser housing — including townhomes — in the second phase.

“People are upset,” said Tim Still, a retiree who was the fourth buyer to move into Walsh when the sales of homes in the first phase began in 2017. “They’re selling their homes.”

Billed as the “next great neighborhood of Fort Worth,” Walsh is expected to eventually have as many as 50,000 residents. The first 600 residents have already moved into roughly 280 homes, all of which are within a five-minute walk of a park. Many of the area’s amenities, including a swim park, convenience store with gas pumps and even a “makerspace” with 3D printers, robotics lab and power tools for residents to use when they like, are already in place.

Officials at Republic Property Group, a Dallas firm that is building Walsh, announced with excitement this week that the second phase of construction is underway on the 7,200 acres of rolling hills that once made up the Walsh Ranch.

“If you’ve visited Walsh in the last few months, you’ve likely noticed a world of difference,” Jake Wagner, Republic Property Group co-chief executive officer, said in an email. “With the announcement of the next neighborhoods at Walsh, we’re moving closer to our vision of creating the next great neighborhood of Fort Worth. A vision that includes walk-ability, convenience, one-of-a-kind amenities and top-quality product offerings that build an incredible community.”

The second phase includes 550 new home sites, miles of additional hike and bike trails and two parks. Of those, roughly 88 would be townhomes.

But critics of the plan worry that the townhomes will hurt property values, create a population burden on Walsh Elementary School and clog the development’s narrow streets.

“We were always told those were going to be detached homes,” said John Wawrzeniak, who moved into Walsh less than a year ago.

Republic Property Group revised its plan for phase two about a year ago, and another revision is pending at Fort Worth’s planning and zoning commission, officials said. A hearing is scheduled for Feb. 27.

Officials from the developer say the townhomes will be single-family residences, although they will share a wall.

“We set architectural standards at Walsh and partner with home builders that can build a curated selection of quality homes in all shapes and sizes to create a diverse streetscape and add character to the community,” Wagner said.

Tony Ruggeri, the company’s other co-CEO, downplayed concerns raised by residents about the next phase of development.

“Progress isn’t always easy; we’re certain that thoughtful input will help us build a community that families, teachers, business leaders and civic-minded people will be proud to call home for decades to come,” Ruggeri said in an email.

But residents say a lack of communication with the neighborhood is also an issue.

City Councilman Brian Byrd, whose district includes Walsh, said he has been talking with residents and Republic Property Group and is hopeful a compromise can be found. Byrd said he wants to help the residents who already live in Walsh, and in public meetings encouraged the developer to improve their communication.

Two large neighborhood meetings have already been held, but Byrd said he has also suggested smaller meetings.

But Byrd also said the developer’s work at Walsh is “immaculate.”

“They’ve earned a lot of trust, but I’ve told them ‘Hey, let’s up the communication,’ ” Byrd said. “People have bought homes, some of the quite expensive, and they need to know what’s going on.”

<https://www.star-telegram.com/news/business/growth/article226121630.html>

30 years on, the AllianceTexas project north of Fort Worth runs rings around lost Saturn plant

By Steve Brown, Dallas Morning News

Sometimes the big deal that gets away proves to be a blessing.

During the mid-1980s, Amazon was just a jungle, and all the buzz was about Saturn.

No, not the planet.

General Motors was scouting the country for a place to build a \$5 billion plant for its car of the future.

The Saturn manufacturing plant — like Amazon's recent hunt for a second headquarters site — was the economic prize of the decade.

For a while, it looked like the project was headed to the prairies north of Fort Worth.

Dallas business legend Ross Perot was GM's largest shareholder at the time and sat on the auto giant's board of directors. So when the Perots began buying up acres and acres of land along Interstate 35W in Tarrant County, the North Texas business community was sure that's where the Saturn plant was headed.

Instead, in 1985 GM announced that it would build its new car plant in the hills of Tennessee.

The Perots disclosed that their land purchases were going to be used for a new commercial airport and big industrial development.

At the time, most of us in Dallas-Fort Worth felt like we'd lost the gold medal and were settling for a Cracker Jack prize.

As it turns out, landing the AllianceTexas development has paid dividends to the region far beyond what GM was offering with its Saturn plant.

30 years of development

2019 marks 30 years since the Alliance Airport opened for business.

When Hillwood president Mike Berry started work on Alliance in 1988, there was nothing there.

When the groundbreaking was held for the airport, "it was a vast expanse of farmland, wheat fields and cattle," Berry said. "It's been fun to watch the evolution.

"It's like having a front-row seat to the last 30 years of the evolution of the industrial economy."

More than 45 million square feet of buildings have been completed, and Berry said about 10,000 acres remains to be developed at AllianceTexas.

"We are about 50 percent built out," he said. "That number would have been a little higher, but over the last few years we have acquired big tracts of land between here and Denton.

"There is easily 25 years of development left inside the current AllianceTexas platform."

The first phase of Charles Schwab's new corporate campus is set to open in the project this year, adding 6,000 employees to the neighborhood by 2021.

And toolmaker Stanley Black & Decker just leased more than 1 million square feet at AllianceTexas for another huge distribution hub in the project.

\$76 billion impact

Today Alliance, a 26,000-acre development, spreads across both Tarrant and Denton Counties and is home to more than 61,000 jobs.

That coveted Saturn plant in Tennessee employs about 3,000 people.

The surrounding real estate developments have generated more than \$76 billion in economic impact — \$7.2 billion in 2018 alone, according to the Perot family's Hillwood company.

These days Hillwood is studying how the development will be affected by new technologies, including autonomous vehicles and industrial automation. And the developer is expanding its data center park.

"None of those things were on the table 10 years ago," Berry said. "We are always trying to look ahead."

<https://www.dallasnews.com/business/real-estate/2019/02/15/30-years-alliancetexas-project-north-fort-worth-runs-rings-around-lost-saturn-plant>

Amazon cancels HQ2 in New York City; Dallas, Austin could get more jobs at existing hubs

By Maria Halkias, Dallas Morning News

Amazon technology hubs in Dallas and Austin could gain new jobs as a result of Thursday's stunning announcement that the online giant was dropping its major expansion into New York City.

The Seattle-based company said it won't reopen its HQ2 search, which saw unprecedented interest from cities across America, and instead will proceed with major expansion projects in Washington, D.C., and Nashville and hire and expand at its existing 17 tech hubs in the U.S.

The company isn't detailing yet how many jobs it'll add in cities like Dallas and Austin, Boston, Toronto and Los Angeles.

Amazon has about 500 employees in North Dallas now in its retail and Amazon Web Services businesses. It also has more than 11,000 workers in fulfillment and sorting centers around Dallas-Fort Worth. In December, the company announced plans to build a regional air hub at Fort Worth's Alliance Airport, pledging to bring hundreds more jobs to North Texas.

Dallas leaders were quick Thursday to remind Amazon that they're still interested if the e-commerce giant changes its mind about needing another major corporate outpost.

"They know we love them," Dallas Mayor Mike Rawlings said Thursday afternoon.

"A phone call," he said, would get things rolling in Dallas again. He has said Amazon's site selection team had a positive view of Dallas, but ultimately wanted more tech talent than North Texas could offer.

Many believed Dallas was a strong contender for HQ2 up until the end, when the company chose to split its headquarters search and 50,000 jobs between New York and Washington. It was one of a few cities that was visited a second time by Amazon's search team.

What pushed Amazon away from New York will be debated and studied for years to come.

But it became clear in recent weeks that Amazon was growing weary over daily fights about the \$3 billion in incentives offered to it and mounting opposition in the Long Island City neighborhood of Queens over the project's impact.

In walking away from the incentives, Amazon said it was New York's strong talent pool that made the nation's largest city desirable. It continued to praise that workforce even after canceling the planned HQ2.

Asked Thursday if he believed incentives are going way, Rawlings responded: "Maybe in New York." But he expects the practice to continue to be used in D-FW to attract new businesses and jobs.

From the start, the HQ2 effort seemed that Amazon might be "escaping from public pressure and overbearing government intervention in Seattle," said Michael Farren, a research fellow at George Mason University's Mercatus Center and a close observer of the search that lasted

more than a year and drew bids from 238 cities. The Northern Virginia site picked by Amazon is near Farren's university.

"Amazon probably had déjà vu as it saw its NYC HQ2 expansion turning into a repetition of the contentious political and cultural atmosphere it has experienced in Seattle," Farren said.

Seattle passed a head tax aimed at Amazon and then revoked it and, even though Seattle is home to several other big companies like Starbucks and Nordstrom, the online retailer was often blamed for the city's lack of affordable housing.

In its announcement, Amazon said polls showed that 70 percent of New Yorkers supported its plans, but "a number of state and local politicians have made it clear that they oppose our presence and will not work with us to build the type of relationships that are required to go forward with the project we and many others envisioned in Long Island City."

The company said it would continue to grow its teams in Brooklyn, Manhattan and Staten Island. Amazon has about 5,000 people in those offices and fulfillment centers.

Reaction

New York Mayor Bill De Blasio said Amazon's competitors will recognize that its talent base is worth "growing a strong and fairer economy for everyone."

"You have to be tough to make it in New York City," De Blasio said. "We gave Amazon the opportunity to be a good neighbor and do business in the greatest city in the world. ... Amazon threw away that opportunity."

Bankrate.com's senior economic analyst Mark Hamrick described Amazon's decision as one of those "be careful what you wish for" moments. He said the decision could prompt other businesses to "think twice before setting up shop or expanding" in New York.

"From a broader view, this decision will do nothing to resolve the challenges associated with housing affordability voiced by critics of the Amazon decision and the generous tax incentives offered by government," he said. "That requires a bigger conversation which could very well unfold along with the 2020 election cycle."

Tax incentives offered to Amazon became a lightning rod for opponents. But activists also feared the effects an influx of 25,000 jobs would have on already-high housing costs and overcrowded transit systems.

Deborah Axt, co-executive director of anti-poverty group Make the Road New York, called Amazon's withdrawal a "landmark victory."

"This announcement ... shows the power of the people, even when taking on the world's richest man," Axt said in reference to Amazon founder Jeff Bezos. "Our members and allies stood firm against Governor Cuomo's plan to give away more than \$3 billion in taxpayer giveaways so that Amazon could force its empire-building on our neighborhoods."

Economic development watchdog group Good Jobs First said New York citizens stood up to incentives granted by elected officials with no community input and called it "a huge victory for community organizing."

"It will also go down in history as a turning point in the debate" about how the corporate-dominated site location system should be dismantled, the group said in a statement.

Others think Amazon was unwilling to address community concerns.

"Rather than addressing the legitimate concerns that have been raised by many New Yorkers, Amazon says you do it our way or not at all, we will not even consider the concerns of New Yorkers - that's not what a responsible business would do," said Chelsea Connor, a spokeswoman for the Retail, Wholesale and Department Store Union in New York.

Dallas view

Dallas has a different view of growth, said Dan Noble, CEO of architect firm HKS, which was involved in the local effort to woo HQ2 that was led by the Dallas Regional Chamber. Three different downtown sites were packaged together after Amazon narrowed its local choice. The three sites covered 245 acres of downtown from Reunion Tower to behind City Hall.

"We know the ropes here. We're used to growth. It's part of our culture," Noble said, pointing out that Dallas-Fort Worth is the only U.S. metro area with three of the top 10 Fortune 500 companies based here. "They'd be in good company."

Officials in other major cities, such as Chicago, Newark, N.J. and Miami, also made it known that they'd be willing to host Amazon, according to published reports.

Right before Amazon started the HQ2 process in September 2017, the company put together detailed analyses of its economic impact state-by-state. That information is on its website. After the decision, Amazon began analyzing its impact by metropolitan areas and Dallas-Fort Worth was one of the first.

The company's \$2.6 billion investment -- which includes more than \$700 million in new facilities and \$1 billion in payroll -- "makes D-FW one of the fastest growing investment hubs for Amazon in the last decade," said Amazon spokesman Adam Sedo.

Its local workforce grew from 200 in 2013 to 11,500 in 2017. Amazon said that makes it one of the 20 largest employers in D-FW, accounting for 35 percent of the region's job gains in the advanced logistics industry during that time.

Using economic multipliers, Amazon said its local spending resulted in \$3.5 billion in additional economic activity from 2013 through 2017.

The company's \$2.6 billion investment -- which includes more than \$700 million in new facilities and \$1 billion in payroll -- "makes D-FW one of the fastest growing investment hubs for Amazon in the last decade," said Amazon spokesman Adam Sedo.

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Using economic multipliers, Amazon said its local spending resulted in \$3.5 billion in additional economic activity from 2013 through 2017.

Amazon's full statement on canceling HQ2 in NYC

"After much thought and deliberation, we've decided not to move forward with our plans to build a headquarters for Amazon in Long Island City, Queens. For Amazon, the commitment to build a new headquarters requires positive, collaborative relationships with state and local elected officials who will be supportive over the long-term. While polls show that 70% of New Yorkers support our plans and investment, a number of state and local politicians have made it clear that they oppose our presence and will not work with us to build the type of relationships that are required to go forward with the project we and many others envisioned in Long Island City.

We are disappointed to have reached this conclusion--we love New York, its incomparable dynamism, people, and culture--and particularly the community of Long Island City, where we have gotten to know so many optimistic, forward-leaning community leaders, small business owners, and residents. There are currently over 5,000 Amazon employees in Brooklyn, Manhattan, and Staten Island, and we plan to continue growing these teams.

We are deeply grateful to Governor Cuomo, Mayor de Blasio, and their staffs, who so enthusiastically and graciously invited us to build in New York City and supported us during the process. Governor Cuomo and Mayor de Blasio have worked tirelessly on behalf of New Yorkers to encourage local investment and job creation, and we can't speak positively enough about all their efforts. The steadfast commitment and dedication that these leaders have demonstrated to the communities they represent inspired us from the very beginning and is one of the big reasons our decision was so difficult.

We do not intend to reopen the HQ2 search at this time. We will proceed as planned in Northern Virginia and Nashville, and we will continue to hire and grow across our 17 corporate offices and tech hubs in the U.S. and Canada.

Thank you again to Governor Cuomo, Mayor de Blasio, and the many other community leaders and residents who welcomed our plans and supported us along the way. We hope to have future chances to collaborate as we continue to build our presence in New York over time."

Twitter: @MariaHalkias

<https://www.dallasnews.com/business/amazon/2019/02/14/amazon-cancelled-plans-open-hq2-new-york-city>

Amazon HQ2 – Does Dallas-Fort Worth even have the talent to get back in the game?

By Gordon Dickson & Bill Hanna, Fort Worth Star-Telegram

FORT WORTH--Does North Texas really have a shot at luring one of Amazon's new headquarters, now that the company has canceled plans to build HQ2 in New York?

For now, Amazon officials say they have no plans to relaunch a search for another city to build the project dubbed HQ2.

But if they do, and North Texas gets back in the hunt, the region faces an uphill battle because of a lack of science, technology, engineering and math professionals, one expert says.

"I wouldn't suspect they would necessarily feel the need to place a headquarters in this area given their recognition that one of the most important things for them is missing: talent," said Suzanne Carter, a professor of strategy and director of the executive MBA program at Texas Christian University's Neeley School of Business.

The high-tech work force needed for Amazon's work would have to come from elsewhere, she said.

"We may be able to attract talent into our area," she said, "but the high-tech pipeline they need isn't already here."

On Thursday, Amazon said it was moving on, and canceling plans to build a headquarters in Queens, N.Y., where some political leaders had emerged in opposition.

"After much thought and deliberation, we've decided not to move forward with our plans to build a headquarters for Amazon in Long Island City, Queens," Amazon said in a statement posted on its website.

For now, Amazon said they aren't reopening the HQ2 bidding process.

"We do not intend to reopen the HQ2 search at this time. We will proceed as planned in Northern Virginia and Nashville, and we will continue to hire and grow across our 17 corporate offices and tech hubs in the U.S. and Canada," Amazon said.

But North Texas business leaders say they will be ready if the bidding process begins anew.

"I think that the region would welcome these types of discussions ...," said Chris Wallace, president and CEO of the North Texas Commission, a public-private partnership designed to promote the entire North Texas region.

Wallace said DFW is poised to get back into the Amazon bidding process if asked.

"The region remains very attractive for Amazon and other headquarter relocations," Wallace said. "Our current and future ready-skilled workforce, our education and transportation infrastructure and low regulatory environment are all great assets."

But many other area leaders coyly declined to comment on the prospect of Amazon giving the Dallas-Fort Worth region another look.

The no-comments make it difficult to determine whether those officials — including leaders in Fort Worth and Arlington's city government and chambers of commerce — are keeping mum because of non-disclosure agreements, or because they just don't know much about what Amazon's next move might be.

Despite concerns about the lack of high-tech talent, there are still plenty of reasons to believe the Metroplex is an attractive option for Amazon. For starters, the region of more than 7 million people includes many of the company's best customers.

Amazon already has fulfillment centers in Fort Worth's AllianceTexas development (although the building is actually in the city of Haslet), as well as in Coppell and Dallas. Those centers fill millions of orders per day, using a combination of robots and human workers to keep the inventory organized and moving efficiently.

Also, the company recently announced it was creating a Amazon Regional Air Hub at Alliance Airport. Amazon's fleet of aircraft are scheduled to begin making daily flights in and out of the hub later this year. A new facility is being built for the hub, and Amazon has pledged hundreds of new jobs to support it.

"With the fulfillment centers they have here and the air hub announcement, they realize the business-friendly environment and talent pool we have, and our willingness to partner with them," said Chris Strayer, Fort Worth Chamber senior vice president of business attraction, retention and expansion.

"It's another validation that Fort Worth's Alliance Airport was a brilliant idea that continues to draw giant brands to this side of the region," Strayer said. "Amazon Air helps us spotlight Fort Worth's aviation and logistics industries, which draws attention from other companies expanding or relocating."

Fort Worth's offer to Amazon topped \$1 billion in incentives when state and county incentives were included. Seven sites and site combinations were proposed, including Sundance Square, Panther Island, AllianceTexas, Walsh and Clearfork.

Arlington had offered Globe Life Park as a potential site for Amazon's HQ2 — along with potentially \$921 million in incentives — but in May the city revealed it had been eliminated from the bidding. Globe Life Park will be vacated in 2020, when the Texas Rangers Baseball Club moves into the new Globe Life Field next door.

Since Arlington was eliminated from the Amazon competition, the city has since agreed to use Globe Life Park as a home for a new XFL pro football franchise.

<https://www.star-telegram.com/news/business/growth/article226204995.html>

UT Arlington nears status as a top research institution. Why this is a big deal for DFW

By Bill Hanna, Fort Worth Star-Telegram

Arlington--Like Texas other public institutions, the University of Texas at Arlington has been striving toward becoming a top research school.

It has been one of eight schools — along with the University of North Texas and the University of Texas at Dallas — on the state's list of emerging research universities.

And in 2016, UTA reached R-1 status with Carnegie Classification of Institutions of Higher Education.

Last week, UTA reached another benchmark when one of its professors in the mechanical and aerospace engineering department, Dereje Agonafer, was elected to the National Academy of Engineering. His election met another criteria required to become a top research university.

Currently, Texas Tech, Houston and UT Dallas are on the list.

UTA is not there yet. The benchmarks must be maintained for two years — then UTA can have access to the state's pool of dollars known as the National Research University Fund.

"Number one it provides us with the recognition close on the heels of UT Dallas," UTA President Vistasp M. Karbhari said. "It also provides us additional funds to recruit top faculty and maintain the ones we have."

If UTA passes an audit for the next two fiscal years that it has reached these thresholds, it would be eligible for funds in the summer of 2021, said Kelly Carper Polden, a Higher Education Coordinating Board spokeswoman.

Why is it important?

Look no further than the recent recruitment of Amazon's HQ2, which will no longer be going to New York.

"You see what happened with Amazon," Karbhari said. "UTA, UTD and UNT were definitely a big attraction to Amazon. Having another Tier 1 university adds to that even more."

In that effort, DFW fell short and Arlington was eliminated before the final round. But Dallas got a second visit last August..

But some experts argue that there still aren't enough science, technology, engineering and math workers to lure Amazon or other high-tech companies to DFW.

Karbhari said UTA is addressing those concerns by continuing to graduate engineering students that local companies demand and by new additions such as the SEIR Building (Science & Engineering Innovation & Research), which houses health science projects, including the North Texas Genome Center for biotech and health research.

While UTA's most direct impact has been to Arlington's economy, it can influence all of Tarrant County, including help Fort Worth's efforts to avoid becoming a suburb of Dallas, as a 2017 report spelled out.

“I would hope that this will make people aware that Tarrant County, Fort Worth, Arlington and the DFW Metroplex now have the reputation of having two Tier 1 universities,” Karbhari said.

One of the key goals of Arlington Mayor Jeff Williams is to convince those UTA graduates to stay in the area — not only working for local companies but by starting their own businesses.

“We’ve seen small businesses started here by professors and students. It’s an incredible tool for Arlington and the region.,” Williams said.

UTA has also been growing rapidly — it’s enrollment reached 43,939 this spring, a 2.8 percent gain over the spring semester a year ago and a 28 percent increase over five years ago.

It is growing too fast?

“Growth for the sake of growth is not that important,” Karbhari said. “I would say if there is a need, we will grow larger.”

<https://www.star-telegram.com/news/local/community/arlington/article226105710.html>

We really need to talk about Dallas' ridiculous \$5M pedestrian bridge over Harry Hines

By Robert Wilonsky, Dallas Morning News

It is insane that we do not talk about that pedestrian bridge over Harry Hines every day. Or, like, at least once a month. Just, you know, sometimes. Because have you seen that thing?

But, we do not mention that thing in polite company. The bridge — a more-than-\$5 million labyrinthine snarl of concrete steps and steep ramps and metal handrails capped by an elevated slab encased in rust — has been up and open for more than two years, and already we take its indecency for granted. The only people I ever hear mention the bridge are neighbors on Facebook who regularly drive by and note how they have never seen anyone using it.

"Two, three people a day — maybe, if that," James Bell told me Wednesday when I asked for a daily head count. He would know better than anyone: Bell is manager at the A1 Locksmith on Walnut Hill Lane, on the west side of Harry Hines. The bridge and staircase are visible from the counter where Bell and co-workers cut keys and sell safes; a large window frames the view.

"No one uses it," Bell said. "Not even the homeless. Most people walk right past it, including the prostitutes. They walk by it, under it, around it. But never over it."

When I walked in Wednesday and told him I wanted to talk about the bridge, Bell laughed. "Because that's all you can do," he said. "I get asked about it all the time. Because I'm right here."

The only reason I even mention it now — three years after first wondering why the Texas Department of Transportation and the North Central Texas Council of Governments and Dallas County were blowing millions on the strange bridge — is because it came up Monday at a City Council committee meeting discussion about the Circuit Trail Conservancy's bond-funded plans to connect the some of the city's major trails. Council member Jennifer Staubach Gates asked Willis Winters, the parks director, if anything will ever connect to the Harry Hines bridge. He said he would get back to her later.

So I pestered Winters and asked the same thing. Because when I wrote about the bridge in April 2016, while it was still under construction, no one could tell me exactly what it was for.

All I found were vague somethings about "safer pedestrian and bicycle traffic along Harry Hines Boulevard" and "an example of the modern transportation principles of sustainable and multimodal infrastructure," according to an old county newsletter. And how maybe it would turn that dingy, dangerous intersection into the next Mockingbird Station, because sure, why not?

On Wednesday Peter Bratt in the parks department mentioned what the surrounding business owners have heard all along — that the bridge is somehow an extension of the Northaven Trail, which dead-ends into a drab office park and UPS facility a mile's walk away. Bratt mentioned that it could serve, too, as connector from the DART light-rail station at Harry Hines and Walnut Hill to the Elm Fork Athletic Complex.

But that complex is also more than a mile away, down narrow sidewalks where, these days, it seems the only people out for a stroll charge by the hour — not exactly the "enhanced sidewalks" Bratt mentioned in his email, I imagine. Such a pathway would involve trekking

beneath the Stemmons Freeway overpass, which has become a sorta-permanent homeless encampment.

The county says the sidewalk makeover is in the design phase. Brooks Love, chief of staff for County Commissioner Elba Garcia, told me Thursday "it's in the works" and cautioned "it takes a lot of time to build things." But I told him this:

Let's say the county or city or some other agency spends another fortune on two miles' worth of nice sidewalks along Walnut Hill to connect the Northaven Trail to the Elm Fork side of Stemmons. That's a nice enough gesture for a side of town that looks today almost as it did in 1977. But even if that happens, even if it gets used, no one is making that elevated trek — especially people who have to schlep a bike up steep stairs or over the zigzag ADA-accessible ramps — when they can just cross Harry Hines at grade.

For now, and for the foreseeable future, the bridge connects to nothing. And it is used by no one, except at night — and only because there are no lights and you cannot see what goes on up there. Cops and shop owners say pimps use it as a lookout. Evidence also suggests it's a popular perch upon which to sip Steel Reserve, Miller Lite and Modelo tallboys.

After talking to TxDOT and the NCTCOG, it would appear the project cost around \$5 million for the "pedestrian structure," as the NCTCOG calls it, and sidewalk redos. Around \$4.1 million of that came from the feds; the state kicked in another \$1 million, while Dallas County covered the \$1 million or so that went into its engineering. Dallas Water Utilities paid another \$109,000 to relocate infrastructure during the construction.

Perhaps you will be pleased, in some small way, to know this was not a city of Dallas project — like, say, that whitewater feature in the Trinity River that cost \$4 million to sink and \$2 million to remove when it proved too dangerous.

But TxDOT and the county say the city owns it now. That means Dallas must deal with future maintenance. And unlike the Standing Wave, it isn't going anywhere.

Like ... literally.

And to say it's not bothering anyone would not be accurate. There is a business on Harry Hines that sells at wholesale prices bedspreads covered with superheroes and sports' teams logos, and frames filled with replicas of iconic artwork. The woman who owns that business has been there 12 years, and railed for years against the bridge's construction, insisting it would cut off access from Harry Hines and hurt business — which it has.

She said she's tired of the fight and asked I not use her name.

The A1 guys, too, say the bridge has led to a sharp downturn, because you can no longer see the locksmith when heading south on Harry Hines. Bell, the manager, calls it the "bridge to nowhere." Because what else can you call it?

"At least once a day someone asks, 'What's the deal with that big, dumb bridge?'" Bell said.

I laughed. Because that's all you can do.

<https://www.dallasnews.com/opinion/commentary/2019/02/14/really-need-talk-dallas-ridiculous-5m-pedestrian-bridge-harry-hines>

Trump administration releases proposed drone rules and regulatory changes

By Michael Laris, The Washington Post

More than two years after receiving warnings about a regulatory loophole that could put law enforcement at risk from booby-trapped drones, the Federal Aviation Administration said it will use a truncated public process to fix the problem within two weeks.

The move was part of a dizzying array of proposed rules and regulatory changes published last week by the Trump administration, which wants to roll back rules on use of the devices while simultaneously taking steps to ease concerns raised by security officials.

In a significant shift, the FAA is also proposing to end its general prohibition on flying drones over people, relying on research and regulations concerning the risks of people getting hit by debris from missile and rocket launches to help make the case.

As part of a trove of documents published Wednesday, the FAA also said it is considering new limits on how and where drones can fly and what payloads they can carry, given security concerns, and they've asked the industry and public for advice on how far officials should go.

Administration boosters and industry advocates promise that the highly sophisticated small aircraft will spur far-reaching economic and social benefits, from food and medicine delivery to more eco-friendly application of fertilizer. Skeptics argue that drones can easily be misused to invade privacy or carry dangerous cargo, and are a nuisance.

In a legal oddity that underscores broader shortcomings in the way Washington has sought to manage the proliferation of the small aircraft, Congress had in 2012 barred the FAA from regulating drones that were deemed "recreational," a category that reached hundreds of thousands of the devices.

The FAA said it was that constraint that delayed it from closing a key safety loophole.

Starting in 2015, hundreds of thousands of drone owners were required to add a registration number to their aircraft, akin to a car having a license plate. But they were allowed to place those numbers inside a battery or other compartment if they wished, for aesthetic, privacy or other reasons.

But starting in late 2016, security officials began warning that forcing first responders to "physically handle" a drone to find the registration number after an incident presented "an imminent risk of harm," for them or people nearby, "because of the potential for the unmanned aircraft to conceal an explosive device in an enclosed compartment," according to an FAA regulatory filing.

The requirement that recreational drones be registered at all was thrown out by a federal judge in May 2017, though Congress explicitly allowed it in December 2017, and further freed the agency to regulate drone safety last year.

Last week, the FAA issued a new regulation that requires registration numbers be placed on a drone's "external surface." It said the new mandate is being imposed without following the usual requirement that it provide prior notice that a rule is being developed and allowing ample opportunity for public comment.

The regulation needs to take effect Feb. 25, the agency said. Otherwise, “first responders could be exposed to additional risk during the notice and comment period as a result of the attention drawn to the vulnerability.” The agency will still accept comments until March 15, and could make amendments later.

An agency spokesman said that in 2015, “traditional aircraft modelers and other industry stakeholders” had balked at the requirement, so the FAA decided the registration numbers could be placed inside the device as long as it was “easily accessible without any tools.”

But “recent tactics employed include hiding explosives in the battery compartment,” the spokesman said. “Due to the use of such tactics and concerns expressed by the U.S. national security community in light of such attacks over the last two years,” the FAA is changing the rule now.

Although the FAA says first responders will be able to see a registration number without touching a drone, the requirement still falls far short of what security officials say is necessary.

The agency says the benefits it anticipates from sharply expanded drone use will only be possible if there is a remote identification system in place that will allow law enforcement to know, from afar, who is flying. Officials envision an electronic tracking system that could identify a drone’s owner and help tell friend from potential foe. The FAA says the process of developing and finalizing a remote ID regulation is expected to take about two years.

The FAA does not intend to finalize the new rules for flying drones over people until the remote ID regulations are finished, according to an FAA filing, “because these operations have a potential impact on public safety and national security.”

[Why can’t authorities stop drones from flying over crowded stadiums?]

Allowing routine flights over people would mark a major shift in policy.

The FAA is proposing that drones weighing .55 pounds or less would no longer need a special waiver to fly over people.

Larger drones would require operators to follow a new set of “performance-based requirements” influenced by rules for missiles and other flying debris. Those standards would not be based on weight alone, but would instead get into the nitty-gritty physics of how much force might cause what level of injury.

Manufacturers would have to prove those drones meet specific standards. According to the proposal for this class of drone, “the small unmanned aircraft must be designed, upon impact with a person, not to result in an injury as severe as the injury that would result from a transfer of 11 ft-lbs of kinetic energy from a rigid object.”

Eleven foot-pounds of energy is the equivalent of a one-pound object falling 11 feet, or a 10-pound gym weight dropping 1.1 feet.

Mark Blanks, a drone expert who directs the Virginia Tech Mid-Atlantic Aviation Partnership, said the precise harm would depend on the specifics of the actual impact. “We’re going to be looking at the numbers to see how they align with our experimental test work,” Blanks said.

In a third category, the injury standard would be based on 25 foot-pounds, or the energy equivalent of baseball going roughly 49 miles per hour, Blanks said. In that category there would be limits on where those drones could go, according to the FAA.

Flying over open-air assemblies would be prohibited. Flights would need to be over sites with restricted access, and the people there would need to be notified beforehand. The drones could transit over people in areas with unrestricted access, as long as they didn't stop to hover.

"Exposed rotating parts that could lacerate human skin" would be barred in the second and third categories, the agency said.

Prohibitions on night flights would be lifted under the proposal, as long as pilots took a test or received training and there are lights on board that can be seen from three miles away. But pilots could apply for a waiver from the rule.

Flying drones over a moving car would still be prohibited since "the potential forces that would result when a small unmanned aircraft impacts a moving vehicle on a road pose unacceptable risks due to head-on closure speeds."

Some industry advocates — who hope to see a further loosening of drone rules to routinely allow flights at great distances, beyond what operators can see themselves — argued that the moving-vehicle prohibition would be severely limiting given the omnipresence of roads.

The proposed regulations allow pilots to apply for a waiver from this rule, too, and the FAA asked for comments about whether it should change course and allow such flights over vehicles without a waiver.

The FAA said it is also considering new regulations "to reduce risks to public safety and national security" as drones become an even bigger presence over U.S. skies.

Among the possibilities would be requiring minimum distances between drones and particular locations, or making changes to existing limits on how high or how fast they are allowed to fly.

Flying too close to critical infrastructure or large gatherings can cause safety problems, the agency noted. The agency said it also is aware of cases where drones "have been used to conduct illegal surveillance and industrial espionage," to disrupt communications networks, interfere with airports and commercial flights, and "to deliver incendiary, explosive, chemical and radiological payloads."

The agency is considering further restrictions on the payloads drones can carry. Weapons are banned, as are hazardous materials.

[Drones keep entering no-fly zones over Washington, raising security concerns]

"This definition includes many types of hazardous substances, such as chemicals or hazardous waste, but does not address all types of payloads or sensors that could pose a threat to public safety or national security," the FAA said.

"What types of payloads should be prohibited and why?" the FAA asked in its proposal, which also seeks comments on whether drones should be required to fly as part of an "unmanned traffic management system," a type of automated version of air traffic control for drones.

https://www.washingtonpost.com/local/trafficandcommuting/trump-administration-releases-proposed-drone-rules-and-regulatory-changes/2019/02/18/443c737e-2feb-11e9-8ad3-9a5b113ecd3c_story.html?noredirect=on&utm_term=.78b50a359871

A Real Tube Carrying Dreams of 600-M.P.H. Transit

Virgin Hyperloop One is testing a system that would put passengers in pods hurtling through vacuum tubes. Other companies are moving ahead with similar plans.

By Eric A. Taub, New York Times

MOAPA, Nev. — California just decided to sharply scale back its plans for a high-speed rail artery meant to transform travel up and down the state. But in the desert outside Las Vegas, the transportation ambitions still seem limitless.

Here, engineers working for Virgin Hyperloop One are testing a radically different type of mass transit: one that aims to move people and cargo in small wheel-less pods in a vacuum tube at speeds that could exceed 600 miles per hour. Today's swiftest rail travel, at top speeds less than half as fast, would become a quaint anachronism.

The company, which counts Sir Richard Branson's Virgin Group as a minority investor, is one of several in the United States, Canada and other countries developing hyperloop technology. The concept was promoted by Elon Musk, of electric-car and private-rocket renown, and then offered by one of his companies as open-source technology available to all. It works by propelling pods using magnetic levitation through a low-pressure, near-vacuum tube.

The low pressure minimizes friction and air resistance, greatly reducing the power needed. And because the pods travel in a tube, they're not subject to shutdowns due to harsh weather, like snow or polar vortexes.

We've seen this concept before. Libraries used to send book requests to the stacks in pneumatic tubes. Until 1984, a similar network whisked messages around Paris. And a series of underground tubes once dispatched mail between Manhattan and Brooklyn.

The concept was even tried with people for three years in New York's subway. Beginning in 1870, Beach Pneumatic Transit, named for its developer, ran a passenger capsule moved by pneumatic power under Broadway in Manhattan, from Warren Street to Murray Street.

Virgin Hyperloop One, based in Los Angeles, began testing here in 2017 and is now doing so with a full-scale test track; its main competitors, Hyperloop Transportation Technologies, also in Los Angeles, and TransPod, with headquarters in Toronto, expect to build their own test tracks this year. So far both are working with computer simulations.

In the barren desert 35 miles north of the Las Vegas Strip, Virgin's 1,640-foot-long, 11-foot-high tube has been used for hundreds of runs, with an empty pod that in one test accelerated to 240 m.p.h.

Plans call for the commercialized system to reach a continuous 510 m.p.h., with 670 m.p.h. possible.

To avoid making anyone sick, the system would take three minutes to accelerate to that speed, and the train would need to travel six miles to turn 90 degrees, said Ismaeel Babur, one of the company's senior civil engineers.

Because of its slow takeoff rate, "you'll feel 30 to 40 percent of the acceleration compared to an airplane," Mr. Babur said. The trip will be so smooth, he added, that "coffee won't slide even at 600 miles per hour."

Each of the three companies has raised tens to hundreds of millions of dollars and developed its own patented approach to long-distance mass transit. TransPod, with \$52 million in capital, has preliminary agreements to build a six-mile test track for a route that would eventually span the 180 miles between Calgary and Edmonton in Alberta, as well as a shorter track near Limoges, France, for one of several French routes under consideration.

Hyperloop Transportation Technologies, which has raised \$42 million, is in the design phase for a 1,100-yard test track in Abu Dhabi and is preparing to build a 350-yard test track in Toulouse, France.

Virgin, which has raised \$295 million, is in the developmental stage with projects in India and Ohio. Last month, the Indian state of Maharashtra declared the company's proposed hyperloop system between Pune and Mumbai as an official infrastructure project. Construction on a seven-mile test track could start this year, said Jay Walder, the company's chief executive.

Passenger operations could begin by the middle of the next decade, cutting travel time between the cities to 30 minutes, one-fifth the current duration.

"The more we see, the more we find the technology to be compelling," said William Murdock, executive director of the Mid-Ohio Regional Planning Commission, a nonprofit governmental transportation agency. Virgin Hyperloop One is working on a proposed system to connect Chicago, Columbus and Pittsburgh.

"Columbus is a freight logistics hub," said Mr. Murdock, who hopes that the entire hyperloop route could be built in the next 10 years. "To commute quickly between Chicago and Pittsburgh would be fantastic."

All three companies contend that because of energy cost advantages over other forms of transportation, a system will be able to break even in a decade after full-scale operations begin. Not only will commuters be able to get from place to place faster, but doing so will allow people to comfortably live far from their work, giving access to educational, cultural and health services normally out of reach.

Hyperloop developers expect pods to carry not only people but also high-value, low-weight cargo, offering an alternative to carriers using high-cost air transport, like FedEx and Amazon. In addition, they say, automobile manufacturers and others relying on just-in-time delivery of parts to keep inventory costs down would be able to get parts from distant locations.

While such visions are a distant dream, hyperloop companies have attracted key talent and enthusiastic municipalities.

Mr. Walder, Virgin Hyperloop One's chief executive, is a former head of New York's Metropolitan Transportation Authority and managing director at Transport for London. Before taking the job in November, he said, he asked Mr. Branson — who stepped down as Virgin Hyperloop One's chairman last year — whether he was "still fully committed to this."

"Not only was he committed, but he thought it was one of the most exciting things he's ever done," Mr. Walder said.

Hyperloop Transportation Technologies is taking a more holistic approach, looking to reinvent not only transport but also the way companies work and the way such a venture can be sustainably funded.

The company has only 50 full-time employees, but they're augmented by 800 people around the world who work strictly for stock options, in exchange for putting in at least 10 hours per week on the project.

"This model gives us a fairly low burn rate," said Dirk Ahlborn, the company's founder and chief executive. "But there are communication challenges. Some teams work amazingly, and others do not perform at all. You're competing with their free time, their wives and their babies. It's definitely a different way to do things."

Another difference from other transit systems will be the passenger experience. To keep the structural integrity of the near-vacuum tube, there will be no windows.

"People would get sick looking at trees passing by at 600 miles per hour," said Sébastien Gendron, TransPod's chief executive.

Instead, developers are looking at various exterior simulations that could be projected on large screens throughout the pod. "We could create a depth effect through video projection," Mr. Gendron said. Even movies could be shown.

Mr. Ahlborn believes that showing advertisements and providing other services to travelers could provide additional income that would hold down fares.

"My vision is that the ticket model is not the best model," he said. "We can enable a marketplace of services and generate a lot of money."

But before such musings turn into reality, hyperloop proponents must prove that their systems work, that they're safe for people and cargo and that they're affordable.

"From the point of view of physics, hyperloop is doable," said Garrett Reisman, professor of aeronautical engineering at the University of Southern California and a former astronaut on the International Space Station.

The experience will be no different from riding in an airplane with the shades drawn, and technical issues around maintaining the vacuum within the tube will be solved, he believes.

Instead, hyperloop projects will face more mundane challenges.

"Getting innovative things through the regulatory and certification environments is very difficult," Mr. Reisman said. "This could face an uphill battle in the U.S."

Which companies will succeed, if any, is anyone's guess. Yet each main player is rooting for the others, knowing that one failure will put a pall over the technology as a whole.

"The worst thing that would happen to us is if Virgin Hyperloop One is not successful," Mr. Ahlborn said.

Whether any company can garner the necessary finance is still an open question, leading Mr. Ahlborn to wonder if any one can ultimately go it alone. "Maybe there could be a consolidation between our comRick Geddes, professor in the department of policy analysis and management at Cornell University, sees a different challenge. "The biggest problems for hyperloop will be securing rights of way and permitting," he said.

Still, Professor Geddes believes that hyperloop systems will become a reality, as the time is ripe.

“There’s a sense that things are stale; we’re just adding to existing modes of transport,” he said. “Time is more and more a valuable commodity. The transportation industry is ready for a new way of thinking.”

Correction: Feb. 18, 2019

An earlier version of this article misstated the time needed for a Virgin Hyperloop One train to accelerate to 600 miles per hour and the distance of a 90-degree turn at that speed. According to the company, the acceleration would require three minutes, not 30, and the turn would cover six miles, not 42.panies,” he said.

<https://www.nytimes.com/2019/02/18/technology/hyperloop-virgin-vacuum-tubes.html?action=click&module=News&pgtype=Homepage>

Will I-35W congestion finally be fixed? Fort Worth mayor has news for North Texas drivers

By Luke Ranker, Fort Worth Star-Telegram

FORT WORTH --The long-awaited extension of Interstate 35W in far north Fort Worth, possibly the worse bottleneck for Tarrant County traffic, may soon be a reality.

Fort Worth Mayor Betsy Price on Tuesday during her State of the City address teased big news for North Texas drivers: Texas Department of Transportation officials have promised to expand I-35W from U.S. 287 and nearby North Tarrant Parkway about six miles north to Eagle Parkway, near Alliance Airport. The project would increase the number of available lanes to four, essentially fixing the current bottleneck. Final approval from the state could come as soon as next week.

“My friend Bruce Bugg, who’s chairman of TxDOT, has promised that we’ll have the funding in place and received for that last leg,” Price said to a round of applause.

TxDOT has had plans to extend the TEXPress toll lanes six miles to the north, but the Texas Legislature slowed the project, totaling \$762 million, a few years ago with a push to no longer use tax-supported state money on tollway projects.

Only \$18 million in tax-supported state funds is needed for the project. Most of the rest is expected to be covered by federal loans and private equity raised by the private developer that is under contract to build the project, North Tarrant Express Mobility Partners.

That money can’t be spent until the state signs off on the project and provides its \$18 million share. Price said in her address she expects final, official approval by Feb. 28.

A spokesperson for TxDOT did not return a call for comment.

Improved transit and mobility has been seen as an economic driver across Dallas-Fort Worth. The success of TEXRail’s opening month has renewed energy around public transit, but the city has remained focused on improving highways as about 82 percent of Fort Worth residents drive alone to work.

Local leaders, including Price and Tarrant County Judge Glen Whitley, have been lobbying TxDOT to fully fund the project. Nearly a year ago, the Tarrant County Commissioners Court approved a resolution asking Gov. Greg Abbott and other statewide leaders to approve the funding and get the project going.

“(They’re) tired of hearing from me,” Price said. “But I’m not going to let up.”

Fort Worth is hoping to grow the number of people using public transit to reduce traffic and spur economic development. In January the city council approved a new incentive policy that included property tax breaks for developments near commuter rail lines that mix commercial and residential units.

TEXRail, the commuter rail line that runs from downtown Fort Worth to DFW Airport, shuttled nearly 100,000 people through North Richland Hills and Grapevine in January, according to Trinity Metro. The transit authority hopes to have 8,000 riders a day by the end of 2019.

Trinity Metro officials estimate TEXRail could be extended to the medical district for about \$130 million, and to TCU for another \$70 million. The current line was expected to cost \$1 billion but actually cost tens of millions of dollars less, meaning some money may already exist to extend the the line.

Price said it is her goal to see the line extended through southwest Fort Worth.

“We’ve got to have a regional approach, a creative, innovative approach, to transit,” Price said.

<https://www.star-telegram.com/news/local/community/fort-worth/article226440490.html>

Texans were told to stay off phone while driving, and it may have helped

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

Drive down most roads or highways in Texas and you are likely to see drivers texting, even though that has been against the law since 2017.

Thousands of warnings or tickets have been given to those motorists.

Now, for the first time in years, the number of traffic fatalities on roads across Texas have gone down — possibly because of this law.

Traffic deaths dropped 4 percent, from 3,720 in 2017 to 3,567 last year, according to a report from the Insurance Council of Texas, which reviewed Texas Department of Transportation data.

“The one factor that may have contributed to the drop in fatalities last year is the state’s new law banning texting while driving,” said Mark Hanna, a spokesman for the council, in the report. “The public awareness campaigns appear to have had an impact.”

Texas troopers issued 6,171 warnings and 2,022 tickets to drivers found texting and driving between Sept. 1, 2017, and Jan. 15, 2019, records from the Texas Highway Patrol Division show.

In Fort Worth, police issued 101 texting and driving tickets during roughly the same time frame, city record

“The presence of a distracted driving law lets people know the behavior is dangerous,” James Lynch, chief actuary for the Insurance Information Institute, said in the report. “Enforcing it makes people respect the law.”

The insurance council recommends that motorists keep their eyes on the road at all times, avoid multi-tasking, be aware of what other drivers are doing and “expect the unexpected.” The council also recommends that drivers keep their seat belts on, drive sober and drug free and avoid getting behind the wheel when they are tired.

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Beneath a beleaguered downtown Dallas overpass, parking for Deep Ellum or soccer fields — or both?

By Robert Wilonsky, Dallas Morning News

Beneath the overpass separating the Dallas Farmers Market side of downtown from Deep Ellum, a few homeless men were camping Wednesday afternoon. One was lying on the sidewalk along Taylor Street, surrounded by a fort built of his belongings; another sat parked next to a column amid the trash-strewn wasteland between Taylor and Canton Street. And yet another was just out for a walk inside the chain-link fence that, in spots, droops earthbound.

Here, under this gloomy 1.4-mile-long stretch of Interstate 345 linking North Central Expressway with interstates 30 and 45, Roddrick West hopes to roll out five soccer and football fields made of artificial turf. He envisions, too, a massive "event lawn" measuring some 17,000 square feet — room enough for retail and restaurants.

He promises something like the Stadio Soccer complex beneath Interstate 95 in Miami, where West worked for HKS Architects. West said he wants "an amenity for residents as well as people who work and play there." To the Texas Department of Transportation, which owns the land; to Dallas City Hall, which controls the land; and to Deep Ellum stakeholders, who have plans for this land, West pitches the idea as "a destination and a draw."

Which, at first blush, sounds like a "slam dunk," said Dallas' transportation chief Michael Rogers, mixing his sports metaphors but OK City staff thought just last month a deal was close, because "generating revenue and activating the area under 345 is a great idea," said Majed Al-Ghafry, the assistant city manager who oversees Dallas' transportation and infrastructure needs.

But nothing to do with 345 is simple. And it hasn't been for seven years, at least, when urban planner-turned-Dallas Area Rapid Transit board member Patrick Kennedy first proposed tearing down the deteriorating 45-year-old overpass and building businesses and homes in its place. Even TxDOT, which once laughed off Kennedy's suggestion, can no longer dismiss 345's removal: The department's very own CityMAP document said burying the freeway or bringing it to grade could lead to "increased affordable housing options in the urban core, which would potentially reduce home-to-work commutes on regional highways."

But one powerful man in Austin is vehemently opposed to tearing down 345: Democratic state Sen. Royce West. Who is also Roddrick West's dad.

"Conspiracy theories," said Rogers, who's still relatively new to town. The transportation director shook his head and grinned. He clearly has not yet been fitted with his tin-foil hat.

The Deep Ellum Foundation and City Hall always figured the dead zone Roddrick West is eyeing would one day turn into more surface parking, an extension of the under-the-overpass lots that stretch from Elm Street to Commerce Street. Deep Ellum hoped for them years ago, and claims to need them now more than ever as the neighborhood is crushed by crowds and devoured on both ends by new construction.

"We're at the epicenter of the transportation, mobility and accessibility challenges in Dallas," Deep Ellum Foundation executive director Stephanie Keller Hudiburg said this week. "We're also at a pressure point."

Hudiburg, a St. Louis native who joined the nonprofit last summer, said she learned of West's proposal around November, after she'd talked to TxDOT about better lighting for the

underpasses that connect downtown and Deep Ellum. She was surprised. So, too, was council member Adam Medrano, who told me Wednesday the land was always meant for parking until, "all of the sudden, this came up and it was like, What?"

Which isn't to say the foundation was opposed. Far from. Medrano said all sides are "working to see if they can make both things happen." Absolutely, said Hudiburg — "if there is space to do both."

The board of the Deep Ellum Foundation met with Roddrick West in December, walked the site with him and city officials, held a few emergency meetings with membership and worked toward a resolution. According to the agreement between the city and TxDOT, that land can be used for two things: parking lot or public parks. Either is far better than what's there now.

Last week Hudiburg sent Al-Ghafry a four-page note offering a solution for everyone. Her proposal includes paving two new parking areas under 345 — one between Pacific Avenue and Elm, another farther south from Taylor to St. Louis Street. The foundation also wants a small public park behind the Deep Ellum Brewing Co. And the foundation wants the city to cede control of two lots — one existing and one brand-new — for, among other things, "a neighborhood-wide valet operator, rideshare staging, and public parking on the lots," including spots for people who work in Deep Ellum.

The foundation doesn't want West's soccer complex to get its building permit until the new lots are under construction and that operating agreement is signed. Hudiburg's note also asked for help funding a "structured parking facility in the Deep Ellum area."

The proposal is so complicated that what looked like a slam dunk weeks ago will now wind up in front of the City Council's mobility committee, possibly as early as next week.

"There are a lot of things riding on a lot of these moves," said Rogers, who's in the process of putting together the city's first-ever transportation plan. "This is not just a little thing."

Especially when you factor in this: In 2014 Royce West emphatically told the Texas Transportation Commission that he does not support bringing down 345. But even TxDOT says 345 is hampering the development of land worth billions. That's why the department is spending the next several years — and around \$2.5 million — studying its options.

So now, five years after a powerful state senator said he opposed the 345 takedown, here comes his son offering to plant a sports complex under 345. Which, I guess, could be construed as a pretty clever way of roadblocking attempts to demolish the overpass.

Unless you know how this works.

First, a resolution for 345 is years away, state and city officials say. Regardless, TxDOT spokesman Tony Hartzel said, if the city does let West move ahead with his soccer complex, he'd still have to lease the land from the state. And TxDOT, Hartzel said, "could terminate the lease at any time with two years' notice," a fact of which West is well aware.

"A lot of people are speaking about the senator's standpoint, and I am quick to point out this has nothing to do with the senator," the senator's son said. "This is between Roddrick and TxDOT. I don't get the argument. But people are going to say it."

Doesn't mean you have to listen.

<https://www.dallasnews.com/opinion/commentary/2019/02/21/beneath-beleaguered-downtown-dallas-overpass-parking-deep-illum-soccer-complex>

BNSF plans \$400 million in upgrades to Texas rail system in 2019

By Paul O'Donnell, Dallas Morning News

Fort Worth-based BNSF Railway Co. will spend \$405 million this year to upgrade its rail system running throughout Texas.

The planned investment is part of BNSF's \$3.57 billion capital spending program for 2019. Most of that will go to replace and maintain the railroad's core assets.

In Texas, the railroad will undertake expansion projects that include a new double-track project between the Alliance Intermodal Facility in Fort Worth and Cleburne, and two siding projects north of Dallas. It's also adding new staging tracks at Eagle Pass Border Gateway to handle growth into Mexico.

"We operate on nearly 5,000 miles of track in Texas," Janssen Thompson, general manager of operations for BNSF's Red River Division, said in a statement. "Our continued capital investments in this state reflect our continued commitment to enhancing the safety, capacity and fluidity of our railroad and enable us to meet our customers' freight transportation needs."

In all, BNSF will perform maintenance on 680 miles of track in Texas and replace nearly 30 additional miles of rail and 210,000 ties.

In the last five years, BNSF said it has invested more than \$1.8 billion to expand and maintain its network in Texas.

BNSF, owned by billionaire Warren Buffett's Omaha-based Berkshire Hathaway, operates 32,500 miles of track in 28 states and three Canadian provinces. It's one of the top transporters of consumer goods, grain and agricultural products, low-sulfur coal, petroleum, chemicals and housing materials.

<https://www.dallasnews.com/business/business/2019/02/21/bnsf-plans-400-million-upgrades-texas-rail-system-2019>

Hillwood president discusses developer's 'front row seat to the evolution of the industrial economy'

By Claire Ballor, Dallas Business Journal

Hillwood's master-planned development, AllianceTexas, has grown to 26,000 acres since it was founded 30 years ago.

What started as an industrial airport built on Fort Worth farmland now stretches north into Denton, west into Haslet and east into Westlake.

Since the behemoth development first opened, it has generated \$76.43 billion in economic impact, which Mike Berry, president of Hillwood, recently announced to the Fort Worth City Council.

Last year, AllianceTexas grew its footprint with new speculative buildings, big corporate headquarters and manufacturing warehouses, and this year has been no different.

In an interview with the Dallas Business Journal, Berry shared his thoughts on the development's rapid growth and what he sees in its future.

When AllianceTexas was started 30 years ago, what did you think the project would become? Were you expecting it to be as big as it is today?

I wish I could tell you that we were so smart and that we envisioned all this, but the reality is not only did we not envision the scale of what it is today but I think we've had kind of a front row seat to the evolution of the industrial economy.

Our focus in the early days was building an industrial airport. We had this vision of creating this very unique industrial airport and figuring out what that meant. We were focused on things that could be at industrial airport that were non-traditional commercial uses, so we chased every aircraft manufacturing plant that we thought might be an opportunity. We chased every air freight company, every cargo hub. You name it, we went after it. That was kind of our focus.

Yet, at the same time, we were on an interstate highway. We had a mainline railroad bordering either side of the project.

The first thing that happened was we did a deal with BNSF to build an auto distribution hub for Honda because they had won a contract to import all of the Honda vehicles imported from Japan into the center of the country and they needed a hub.

We spent the first year of this project working on aviation and airspace, and the first deal we do is a Honda inland import distribution hub with the railroad. That just automatically caused us to start thinking differently.

The airport was still the key, but it was more about what's happening in global trade. It really made us open up our lens a bit and make us think of the project more as an integrated inland port, intermodal hub, multi-modal hub. That really was a significant change in the whole strategy that we didn't recognize early on.

How do you plan and prepare for the future of AllianceTexas without knowing what new technologies and industries could come?

That's what I'm spending a lot of my time on – really trying to think about the next decade plus and what we need to be putting in place now to prepare. We've begun to study very hard all of the disruption, change and new technology occurring in the mobility sector.

When I say mobility, I'm saying the all-inclusive umbrella of mobility. You've got major changes going on in freight mobility right now, particularly with companies now working with autonomous trucks in the movement of freight and cargo, including the use of drones. You'll see drones delivering not just small packages, but large containers of freight over time.

We're trying to understand who's doing what in those spaces because, with an industrial platform like Alliance and the infrastructure that's here, we think it's a great place to not only test those new technologies but also maybe attract those industries which will be manufacturing and commercializing those new technologies.

Where are we going to be in 2025, which is not that far away, and what do we need to be thinking about in terms of our roadways, our buildings, our technology, our data transmission? We're doing 5G in Frisco, and we want to roll it out at Alliance as well because it takes that kind of data pipeline to process all this information that these new autonomous vehicles require.

We think we're in a unique position because we have all of this infrastructure in place. We have rail and intermodal hubs; we have an airport; we have a lot of concrete; and we have distribution and products being moved here. If you could start to use all that to help these products and projects develop, what a unique opportunity is that for North Texas, not just Alliance, to become the center of future mobility?

Hillwood has announced several speculative industrial buildings just this year alone. Why does the company continue to invest in that product and what do you think it says about the market?

We're obviously very pro-industrial in North Texas, and we still have a lot of land that we can develop. We believe that the continued industrial expansion in North Texas has a long life to it.

There's really three main industrial submarkets where there's land for new development that's reasonably close to the infrastructure population center.

We think the market is going to continue to grow, and we need to be building to it. We've taken a pretty aggressive posture, particularly this year, in launching a lot of new spec so we can be in position to take advantage of the growth that we believe is still ahead of us.

Everybody is talking now about how we're at the end of the cycle and we're all watching macro-economic indicators more closely than ever. There's volatility in a lot of areas and that makes people nervous, but the fundamentals in North Texas are still very unique relative to the market for manufacturing, distribution and industrial-related development. We're geographically central; we have great transportation infrastructure; and we have a great population center. Because of all that, we're still very bullish.

This Q&A has been edited for length and clarity.

<https://www.bizjournals.com/dallas/news/2019/02/21/hillwood-president-discusses-developers-front-row.html>

Arlington doesn't have a public mass transit system, so how do you get around? Curious Texas investigates

By Elvia Limon, Dallas Morning News

This story was updated at 5:30 p.m. to reflect updated information from the City of Arlington.

It's difficult to commute between Arlington and other Dallas-Fort Worth cities unless you own a car or are willing to pay a hefty ride-sharing bill.

The suburb — home to Six Flags Over Texas, Hurricane Harbor, AT&T Stadium and Globe Life Park — is one of the largest U.S. cities without a public mass transit system.

Over the years, critics have said Arlington's decision not to have a public transportation system is a burden to its nearly 400,000 residents.

Texas Rep. Beto O'Rourke took a swing at the suburb during a stop on his U.S. Senate campaign last year, claiming the city's decision to function without a public transportation system is "not by accident ... it is by design."

An anonymous reader familiar with Arlington's lack of public transit asked Curious Texas: What is preventing the city of Arlington from having a mass transit solution so Cowboys and Rangers fans can finally take the train?

Arlington, a suburb located between Dallas and Fort Worth, has seen its population spike since the 1950s. The growth has also made the city home to a more racially and economically diverse population.

In 1990, approximately 83 percent of its residents were white, and 8.9 percent were Hispanic. Census data shows whites now make up 63 percent of the city's population, and Hispanics are now at nearly 29 percent.

Critics may hate it, but it seems that Arlington has kept itself transit-free because that's what its residents want. The suburb's residents have voted down mass transit options three times — in 1980, 1995 and 2002, according to The News' archives.

The city did eventually open a bus line, but it was short-lived.

Its first and only bus route, the Metro ArlingtonXpress, operated for four years before the city decided against renewing the contract in December 2017.

The bus route — operated by Dallas Area Rapid Transit — cost \$5 a day per rider. The fare included access to other regional mass transit systems, including the Trinity Railway Express and DART light rail and buses.

Arlington spokeswoman Susan Schrock said the city is not currently planning to add a mass transit line within the city limits, but they are exploring other options.

"We're exploring this technology as it becomes available," she said.

Currently, Arlington offers a few alternative transportation options in certain parts of the city for residents and visitors without personal vehicles.

Its Via ride-sharing service allows residents to book seats via a smartphone on six-passenger vehicles for \$3 per trip. Riders can also call 817-784-7382 to book trips, Shrock said.

Schrock said the pilot ride-sharing service had served more than 100,000 riders since it began in December 2017.

However, the program is only available between Lamar Boulevard to the north, State Highway 360 to the east, Interstate 20 to the south and Fielder Road to the west, according to the city's website.

The shuttle is available to pick up riders arriving from Fort Worth and Dallas at the TRE's Centreport Station.

Arlington also has a free autonomous shuttle, Drive.ai in its entertainment district, which includes Texas Live!, Globe Life Park and the Arlington Convention Center. The shuttle runs from 11 a.m. to 4 p.m. on weekdays. The shuttle is also available during Cowboys home games.

Riders can book seats on the shuttle via their smartphones.

There's also a privately owned trolley company that serves Six Flags Over Texas, Hurricane Harbor and other attractions within the Entertainment District.

The city also offers Handitran Self-Service for elderly residents and residents with disabilities. Anyone with a disability must apply for a certificate to use the service.

Applications take a week to process, according to the city's website. Residents who have been issued certificates can schedule rides up to 14 days in advance. The service costs \$2 per one-way trip or \$55 a month for unlimited service.

<https://www.dallasnews.com/life/curious-texas/2019/02/22/arlington-doesnt-mass-public-transit-system-get-around-curious-texas-investigates>

How Mayor Mike Rawlings is positioning Dallas to be a global leader in addressing climate change

By Jesus Jimenez, Dallas Morning News

Months before the City Council voted to move forward on Dallas' first climate action plan, Mayor Mike Rawlings was working to make the city a global leader in addressing climate change.

Besides exploring ways to limit the negative effects of environmental damage on the region, he wants the city to help find ways to prevent that damage.

Large metropolitan areas have an outsized effect on climate change and "urban areas are going to make the biggest impact" in combating it, Rawlings said.

The council voted last month to grant a contract to AECOM Technical Services to develop a comprehensive environmental plan. Another resolution included support for urging Congress to enact a national carbon fee and dividend.

"We understand what weather can do to a city, and it's imperative that we join other cities on this issue," Rawlings said.

The council's goal is to have the Dallas climate action plan in place by April 2020 and commit to goals aimed at reducing emissions and preventing climate change.

Rawlings also wants Dallas to join an international network called C40 Cities, which is committed to addressing climate change.

C40 is named for the 40 cities that launched the Cities Climate Leadership Group in 2005. The organization has grown to 94 cities, which account for a population of more than 700 million people around the world.

In addition to positioning Dallas as a leader on environmental issues, city leaders hope joining the C40 network will provide resources to measure the effectiveness of their efforts, as well as to open opportunities to receive money that could be put toward climate initiatives, according to the Dallas Office of Environmental Quality and Sustainability.

C40 membership also should create opportunities to work with other cities on policies to help adapt to changing climates.

The City Council's resolution in January also formalized support behind Dallas' effort to become a part of C40. Rawlings has been meeting with leaders of the group since last year.

Rawlings attended the inaugural Urban 20 Mayors Summit in October in Argentina, where he met the mayor of C40 member Buenos Aires. This month Rawlings met with C40's North American leaders and made a pitch in Washington, D.C.

Dallas is awaiting a decision from the C40 board, which requires member cities to set targets to reduce greenhouse-gas emissions, develop climate action plans by 2020, and actively share best practices with other cities for combating climate change.

Dallas has been working to meet all the C40 goals, according to the Dallas Office of Environmental Quality and Sustainability.

Josh Harris, a spokesman for the organization, said C40 can't comment about which cities are being considered for membership, but he added that "Dallas is a true global leader for making [a] commitment" to the goals of the Paris Agreement, which aims to help prevent average global temperatures from rising.

After the United States withdrew from the Paris Agreement in 2017, Rawlings — along with several mayors across the country including New York's, Chicago's and San Francisco's — announced his support of the accord.

Rawlings said he would ask his staff to come up with programs to reduce emissions and find other ways to improve air quality.

Most City Council members support several of the city's initiatives to address climate change, but there has been some opposition.

Council members Adam McGough of northeastern Dallas and Rickey Callahan of Pleasant Grove voted against the separate resolution that supported a carbon fee.

McGough has said he is concerned with how such a fee could "potentially impact all of us across the city and how it could impact some expense in our electric bills."

Rawlings, who cannot run for mayor again this year because of term limits, said he hopes his successor and the City Council will continue to push for meaningful climate-change policies.

It will be weeks, if not months, before Dallas learns whether it will be invited to join C40, but Rawlings said the region has a variety of ways it can help support stronger environmental policies.

For example, the many companies with headquarters in North Texas can help shape the international debate over climate change, he said.

"We want to be in the inner circle — the top tier," Rawlings said of Dallas' future as a city leading efforts to address climate change.

<https://www.dallasnews.com/news/dallas-city-hall/2019/02/24/mayor-mike-rawlings-positioning-dallas-global-leader-addressing-climate-change>

Months after Fort Worth street goes one-way, drivers still can't figure it out

By Lauren Zakalik, Dallas Business Journal

FORT WORTH, Texas — If you travel down Fort Worth's Foch Street, in the heart of the West 7th entertainment district, you better pay attention: chances are you may encounter a wrong-way driver.

"I freak out," Henry Marlin said. "It scares me."

Marlin is a bartender at Oni Ramen, at the corner of West 7th and Foch. He watches it all unfold with horror from his perch every day.

"I'll even walk outside the store and just wave at them, 'Hey, turn around!'" he said.

Foch St., and other roads in this area, became one-way last summer in order to help traffic flow and increase pedestrian safety in this busy entertainment district. But even since then, WFAA has recorded driver after driver either somehow missing – or straight-up ignoring – the multiple signs saying the street is one way.

We were even there in December when, according to police records, officers responded to a "wrong-way driver investigation" on Foch and Morton.

"It usually takes some time for people to get used to the changes," said Tanya Brooks, the assistant director of the city's Transportation and Public Works Department.

"Six months though?" we asked.

"Not six months," she said.

Brooks said, overall, the district's new one-way roads have worked to improve safety. But Foch Street is proving problematic.

"We are aware there are still some wrong way drivers along this corridor," she said.

Brooks believes it's often people who just don't want to go all the way around the block to turn onto West 7th Street. But we showed her a video of a driver recently who drove northbound on southbound-only Foch, and then slowly inched their way into oncoming east-and-westbound traffic on West 7th to take a left. There isn't even a traffic light at the northbound intersection.

"They looked a little confused to me," Brooks said. "We're thinking maybe we need to go back to the table."

Brooks said the city will look at its options, including installing bumps on the road that help drivers feel when they're turning the wrong way.

"More signs, flashing lights, definitely," Marlin suggested.

https://www.bizjournals.com/dallas/news/2019/02/25/fort-worth-west-7th-street-area.html?iana=hpmvp_dal_news_headline

McKinney seeks new performance venue near State Highway 121

By Steve Brown, Dallas Morning News

McKinney is joining the list of North Texas communities that are seeking a new performance venue.

The city of McKinney and the McKinney Economic Development Corp. said Monday that they have signed a letter of intent to develop a 2,000-seat, 86,000-square-foot theater and entertainment complex near State Highway 121. The complex will also include restaurants.

The project would be built with Starlight Entertainment, a company owned by Michael A. Jenkins, the former president and managing director of Dallas Summer Musicals.

"We want to preserve our unique sense of community and to collaborate with developers who wish to bring exceptional developments that provide extraordinary experiences to McKinney," McKinney Mayor George Fuller said in a statement. "Based on their track record in the entertainment industry, I believe Starlight shares in our vision of creating unique destinations, and this is the first step in an incredible partnership."

McKinney officials did not detail a timetable for the project or provide information about the design and construction.

In a prepared statement, Jenkins said he is "thrilled about the prospect of partnering with McKinney to bring the best of professional theater and touring Broadway shows to this area and to construct a first-class family entertainment center.

"We believe this will be a great addition to McKinney and will be a major attraction for this area," Jenkins said.

Irving completed its Toyota Music Factory complex last year. It includes a performance venue, restaurants, movie theater and office space in Las Colinas.

And Frisco has had talks with developer Craig Hall about building a performing arts center in the Hall Park mixed-use development on the Dallas North Tollway.

<https://www.dallasnews.com/business/real-estate/2019/02/25/mckinney-seeks-new-performance-venue-near-state-highway-121>

Texas-based railway company plans to expand networks in North Texas

By Carla Jimenez, Fort Worth Star-Telegram

Fort Worth--BNSF Railway plans to spend \$405 million in capital infrastructure in Texas this year, which includes a project in Fort Worth.

The Texas-based rail company announced in a news release last week that more than half of the money in its capital plan will go toward expansion projects. One of those expansion projects includes beginning a new double track between the Alliance Intermodal Facility in Fort Worth and Cleburne.

Lena Kent, a spokeswoman with BNSF Railway, said the growth the company has experienced at Alliance Intermodal Facility was what made the project a necessity. It will begin the preliminary work to build additional track capacity through Saginaw.

The project will also include the construction of new production tracks and an incremental parking stall.

BNSF Railway also has other plans in Texas, including two new siding projects on the Madill Subdivision north of Dallas and new staging tracks at the Eagle Pass Border Gateway to handle growth into Mexico.

The company operates about 5,000 miles of track in the state and has invested more than \$1.8 billion over the past five years for the maintenance and expansion of its network in Texas.

This year's plan to spend \$405 million is part of BNSF Railway's total \$3.57 billion capital plan for projects across the country.

<https://www.star-telegram.com/news/business/growth/article226757724.html>

A Plano rep filed a bill to end toll roads. Here's what the NTTA says about that

By Landon Haaf, WFAA (Posted by Dallas Business Journal)

A Texas state representative from Plano filed a bill last November to get rid of tollways once they're paid off.

Predictably, the North Texas Tollway Authority on Monday called it a "bad idea."

House Bill 463, filed by State Rep. Matt Shaheen, proposes that "a toll project becomes a part of the state highway system and the commission shall maintain the project without tolls when the costs of acquisition and construction of the project have been paid."

"The government's job is to provide roads that are funded through existing tax structures, and historically the legislature has underfunded transportation causing the need for toll roads," Shaheen said in a statement, according to ABC 13 in Houston. "With recent increases in transportation funding, Texas needs a strategy to rid our roadways of toll roads."

In a response to WFAA on Monday, the NTTA pointed to roughly \$9.25 billion in debt that's piled up during construction of new roadways built "at the request of the region."

"We think HB 436 is a bad idea because it would not account for maintenance, repair and improvement of those roads in the distant future," the NTTA said.

The tollway authority cited the "long-needed" expansion to Interstate 30 only happening now as a cautionary tale. The I-30-SH 360 interchange is being built 40 years after the east-west interstate stopped collecting tolls in 1977 "because the region had to wait for funding."

For two decades prior, I-30 was known as the Dallas-Fort Worth Turnpike.

<https://www.bizjournals.com/dallas/news/2019/02/27/end-toll-roads-ntta.html>

Should Texas require hands-free cell phone use while driving? Time to tell your lawmakers

By Fort Worth Star-Telegram Editorial Board

Have you noticed how many drivers around you are buried in cell phone use? Now imagine if they were all intoxicated. How safe would you feel?

It's not a stretch. Motorists on cell phones can mimic drunks with their weaving, unusual and varying speeds, and slow reaction times. The distracted can even be worse than the inebriated: Editors at Car and Driver magazine once tested reaction times and found that they actually braked more quickly while having consumed the legal limit of alcohol than while they were texting.

Worse yet, in a test of over-the-road truckers, a 2009 study by the Virginia Tech Transportation Institute found the risk of collisions went up 23 times when the drivers were texting as opposed to not.

That's one of many reasons Texas followed many other states in outlawing texting and driving in 2017. And while we will never know the extent of any correlation, road fatalities dropped 4 percent in Texas to 3,567 last year.

But you can still see it happening much too much. And while Texas troopers wrote just over 2,000 citations for texting and driving from the law's inception through mid-January 2019, a texting ban is decidedly difficult for police to enforce because they have to catch you in the act from a distance.

Cell phone use while driving has gotten out of hand. And it's dangerous: The National Highway Traffic Safety Administration says over 3,000 Americans are killed each year by distracted driving, with texting being a major and disturbing piece of that due to its seductiveness.

"Sending or reading a text takes your eyes off the road for five seconds," the NHTSA warns. "At 55 mph, that's like driving the length of an entire football field with your eyes closed."

What, if anything, we do about it is the question.

Some 16 states have passed hands-free laws prohibiting even holding phones while driving. Should Texas be the next — if it can beat South Carolina to the finish line, that is?

As much as anyone in the world, Texans hold fast to their freedom, and will likely do so with their phones. But other very conservative states are going hands-free. Texas needs to at least have this discussion — and state Sen. Judith Zaffirini has assured it, with her proposed Senate Bill 43 to allow only hands-free phone use behind the wheel.

With more and more cars equipped to help, more and more drivers will be going hands-free voluntarily, and should. But for many, the technology is either unavailable or unapproachable. Lawmakers will have to grapple with whether to force their compliance with a hands-free law.

In a wholly unscientific survey of some Georgia residents on social media, most told us the hands-free law there changed their and their loved ones' behavior. A law enforcement officer even told us his previously cell-happy driving daughter requested he buy her hands-free technology in order to avoid a ticket.

One Georgian, though, said of hands-free: "More dangerous than ever. Taking my eyes off the road to focus on the radio to figure out which buttons to push, when before it was simple as opening the phone."

There are many factors to weigh, and conflicting interests to balance.

But it's time we decide one way or another. Tell your lawmakers what you think. The status quo isn't working.

<https://www.star-telegram.com/opinion/editorials/article226805089.html>

More than 100 legislators back ban on red-light cameras

By LAUREN MCGAUGHY

Austin Bureau

lmcgaughy@dallasnews.com

AUSTIN — A North Texas legislator best known for killing bills may be about to pass his first — to kill red-light cameras.

During his six years in the Texas House, Jonathan Stickland has helped write plenty of legislation and partnered on more than a few bills that have been signed into law. But he said he's never seen his own bill — one that he's championed as the primary author — even get a debate on the House floor.

Now, he's got more than 100 lawmakers, both Democrats and Republicans, backing his effort to outlaw red-light cameras. Stickland is confident this means not only that his bill will be heard, but also that it has a good chance of becoming law.

After years of disappointment, will the tea party firebrand pass his first law — and will it be a bipartisan victory to boot?

"I suggest all the cities begin planning their budgets without red-light camera revenue," Stickland, R-Bedford, told The Dallas Morning News on Tuesday. "They're going to come down. It's just a question of how long."

A question of safety

Stickland's red-light camera ban is pretty straightforward. House Bill 1631 would prohibit cities from operating "a photographic traffic signal system" or issuing civil or criminal fines based on a "recorded image," and repeal state laws that allow for these systems.

Outlawing red-light cameras is popular with voters, who loathe the \$75 fines that turn up in the mail, and among lawmakers like Stickland, who say the cameras violate the Sixth Amendment.

"They're unconstitutional," Stickland said. "We have a right to face our accuser, and you can't face a camera in court."

The Texas Supreme Court is mulling this question right now and could issue its ruling by June.

Several other states have already banned or restricted the use of red-light or speed-enforcement cameras, while some prohibit such enforcement measures on state highways but allow them on local roads. A handful of Texas cities, including Arlington and Richardson, have also quit using the devices, or, like DeSoto, decided against installing them.

But several others, including Dallas, Irving, Garland and Plano, continue to champion the cameras, which they say improve public safety.

"The City of Plano Red Light Camera Program has reduced crashes and been effective in increasing traffic safety," Plano police Chief Gregory W. Rushin said in a statement. "We would oppose any bill banning our ability to continue this safety program."

Dallas City Councilman Lee Kleinman, who chairs the Mobility Solutions, Infrastructure and Sustainability Committee, agreed that cameras help “improve walkability” and reduce deadly accidents. Claiming that they don’t further public safety “is like being a climate denier,” he said. The city pointed to two studies that deadly “angle” or T-bone crashes decreased when red-light cameras are in place.

But opponents point to caveats in these same studies, which also showed the presence of red-light cameras could result in more rear-end collisions.

One study, for example, said cameras resulted in T-bone accidents declining by 19 percent, while “less dangerous and less frequent” rear-end crashes increased by 14 percent. The other study, which was performed in Houston, said “the program’s drawbacks canceled out its benefits.”

The cameras also bring in significant sums in fines every year.

Dallas’ cameras, for example, netted almost \$5.8 million in fines in 2018. Half went to the city and half to the state’s hospital trauma centers. American Traffic Solutions, the Arizona-based vendor that operates the camera, gets about \$128,505 a month, or about \$1.5 million each year.

Kleinman said the city’s decision to use the cameras “is not at all about raising revenue,” but leaders in other municipalities have reminded lawmakers this cash would have to be found elsewhere. There are also litigation concerns. Dallas signed a decadelong contract with ATS in 2017, with an option to opt out after seven years. If the state outlaws these cameras in September, as Stickland has proposed, cities worry they could be sued.

Bill’s chances

In the past, the Texas Senate has repeatedly supported outlawing red-light cameras. But these same efforts have failed to gain traction in the House.

This year could be different. Gov. Greg Abbott now backs such a ban, and nearly all of the members who sit on the House Transportation Committee and House Calendars Committee support Stickland’s bill, including its chairmen.

As of Tuesday, 112 members of the House had signed on to his legislation, far more than the 76 it needs to pass. At least five are Democrats from North Texas: Terry Meza of Irving, Ana-Maria Ramos of Richardson, and Yvonne Davis, Jessica González and Toni Rose of Dallas.

The sudden surge in bipartisan support is significant for Stickland, who’s struggled to form coalitions in the past.

He has repeatedly butted heads with Republican House leaders, whom Stickland attacked as not conservative enough, and been sidelined by members whose legislation died at his hands. This penchant for killing bills and throwing bombs, while popular with tea party voters, quickly stymied his own attempts to pass legislation.

Stickland has never debated a bill on the floor as its primary author, he said. Normally, freshman lawmakers are allowed — and expected — to pass one consensus bill in their first year. But, since he was elected in 2013, his colleagues haven’t even supported his resolutions honoring local police officers killed in the line of duty.

His attempts to ban red-light cameras have also fallen victim to the Stickland embargo. In 2015, he was investigated for violating House rules and ejected from a committee after a yelling match with its chairman over this bill. Stickland's opponents have said the treatment was deserved; he says it's been unfair and far too personal.

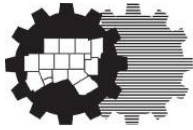
But this year feels different, he said, more positive, more constructive. There is a renewed pledge among the state's top leaders to work together, one that Stickland has bought into as well.

"While my principles aren't changing, my approach is. ... I'm willing to hear the other side," he said Tuesday.

Stickland said he's more than ready to pass his first law. "I've never had a bill in my own name. ... This would be my first."

"It's crazy, isn't it?"

Twitter: @lmcgaughy



North Central Texas
Council of Governments

PRESS RELEASE
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Public to Receive Transit, Volkswagen Settlement Updates NCTCOG to provide information on high-speed rail, other projects

Feb. 6, 2019 (Arlington, Texas) — The North Central Texas Council of Governments will host a public meeting in February to provide updates on several transportation initiatives, including regional transit planning, Volkswagen Settlement funding and revised complaint procedures for the Title VI Program.

The meeting will take place at 2:30 p.m. Monday, Feb. 11 at NCTCOG's Arlington offices, 616 Six Flags Drive.

With transit needs increasing throughout the region, NCTCOG is focused on several projects and will provide an update on high-speed rail service from Dallas to Fort Worth and Fort Worth to Laredo, as well as the advancement of first and last-mile connections to rail systems.

Additionally, staff will present an update on the highly anticipated Beneficiary Mitigation Plan for Texas under the Volkswagen Environmental Mitigation Trust and summarize 2019 air quality funding opportunities. NCTCOG is participating in efforts to maximize the benefits of funding received in Texas, specifically the Dallas-Fort Worth area.

In 2016, courts determined Volkswagen violated the Clean Air Act by deliberately selling diesel vehicles equipped with technologies that tricked emissions testing. These vehicles violated federal emissions requirements, polluting up to 40 times as much as regulations allowed. A \$14.7 billion settlement resulted, with approximately \$209 million set aside for Texas. The Dallas-Fort Worth area will receive more than \$33 million.

The meeting will also include a review of revised complaint procedures under the Title VI Program, which documents how NCTCOG considers civil rights in all phases of planning. Members of the public can provide feedback on these updated procedures during the 45-day comment period, which runs February 11 through March 28.

Information on electric vehicle incentives, AirCheckTexas, the 511DFW Traveler Information System and Mobility Plan administrative revisions will be highlighted during the public meeting.

To watch the meeting online, click the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

Public Meeting Details
Monday, Feb. 11, 2019, 2:30 p.m. North Central Texas Council of Governments 616 Six Flags Drive Arlington, TX 76011

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 229 member governments including 16 counties, 167 cities, 19 school districts and 27 special districts. For more information on the Transportation Department, visit [NCTCOG.org/trans](https://www.nctcog.org/trans).

For more news from the NCTCOG Transportation Department, visit <https://www.nctcog.org/trans/about/news>.

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.

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**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY 2020	FY 2021	FY 2022	Total		
Existing Projects Proposed for Additional Funds									
11680	Audio/Visual Equipment - NCTCOG Offices; Replacement, Upgrade, and Monitoring of Audio/Video Equipment in the Transportation Council Room	RTC Local	N/A	\$60,109	\$50,000	\$20,000	\$130,109		P
11640.1	University Partnership Program - DSTOP; Data Supported Transportation Operations and Planning (D-STOP) Center Partnership to Support the Development of New Methodologies and Technologies for Working with Data to Improve Models for Transportation Planning and Traffic Operations	RTC Local	N/A	\$75,000	\$0	\$0	\$75,000	Propose funding fourth year of the program (FY 2020) and no longer funding program after that time.	P
11893.5	511 Traveler Information System (ITS); Develop and Implement Traveler Information System in the Region	STBG	State	\$67,000	\$780,000	\$780,000	\$1,627,000	Existing funding to cover most of FY 2020	P
11186.6	Freeway/Traffic Incident Management Program, Includes Training for Agency Executives and First Responders, Quick Clearance Crash Reconstruction Training, Other Training and Education to Promote Strategies to Mitigate Traffic Incidents; Includes NCTCOG Staff Time and Consultant Assistance	CMAQ	TDCs	\$0	\$0	\$312,000	\$312,000	Funding is to continue training/staff time for program and does not include funding for a future Call for Projects; Existing funding to cover FY 2020-2021	P
11616	Regional Traffic Signal Retiming; Develop and Implement Traffic Signal Coordination in DFW Non-Attainment Area	CMAQ	State/Local	\$0	\$1,040,000	\$2,340,000	\$3,380,000	Existing funding to cover FY 2020 and part of FY 2021; Funding split is 80% federal/10% State/10% local	P
11612.2	Region-Wide Employer Trip Reduction Program (ETR); Track and Implement ETR Strategies Through Commuter/Employer Outreach; Management/Oversight of TryParkingIt.com; Performance Monitoring/Reporting; Maintain/Update the TDM Toolkit, Trip Reduction Manual for Employers, Outreach Materials; Managed Lane Reimbursement; Administration of Vanpool Program; Includes NCTCOG Staff Time and Consultant Assistance	STBG	TDCs	\$539,000	\$861,000	\$875,000	\$2,275,000		S

1: Funding Shown is the RTC Share (Projects with TDC Match are 100% Federal)
2: P) Mostly Pass Through Funds S) Mostly Staff or Consultant Time

**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY 2020	FY 2021	FY 2022	Total		
11649	DART Vanpool Program; Operate a Vanpool Subsidy Initiative for Commuters Traveling Long Distances and in Areas with Little or No Fixed Route Service; Subsidize a Portion of the Cost for Staffing, Vehicle Lease Costs, Vanpool Vehicle Wrappings, and Emergency Ride Home Services	STBG	Local	\$991,000	\$1,155,000	\$1,197,000	\$3,343,000	Propose to decrease subsidy from 35% to 30% in FY 2021+; Proposed funding reflects RTC's 35% share in FY 2020 and 30% share for FY 2021-2022; In addition to the federal funds, there is a 20% local match and an additional local contribution that will come from DART transit fares Total Funding: FY 2020: \$2,831,179 Total (\$991,000 Federal, \$247,750 Local, and \$1,592,429 Local Contribution) FY 2021: \$3,849,750 Total (\$1,155,000 Federal, \$288,750 Local, and \$2,406,000 Local Contribution) FY 2022: \$3,990,000 Total (\$1,197,000 Federal, \$299,250 Local, and \$2,493,750 Local Contribution)	P
11176.8	FWTA Vanpool Program; Operate Vanpool Subsidy Initiative for Commuters Traveling Long Distances and in Areas with Little or No Fixed Route Service; Includes Cost of Vehicle Leasing and Part of Administrative Costs, Balance of Costs are 100% Local	STBG	Local	\$624,000	\$635,000	\$645,000	\$1,904,000	Propose to decrease subsidy from 35% to 30% in FY 2021+; Proposed funding reflects RTC's 35% share in FY 2020 and 30% share for FY 2021-2022; In addition to the federal funds, there is a 20% local match and an additional local contribution that will come from Trinity Metro transit fares Total Funding: FY 2020: \$1,782,857 Total (\$624,000 Federal, \$156,000 Local, and \$1,002,857 Local Contribution) FY 2021: \$2,116,667 Total (\$635,000 Federal, \$158,750 Local, and \$1,322,667 Local Contribution) FY 2022: \$2,150,000 Total (\$645,000 Federal, \$161,250 Local, and \$1,343,750 Local Contribution)	P
11639.1	DCTA Vanpool Program; Operate a Vanpool Subsidy Initiative for Commuters Traveling Long Distances and in Areas with Little or No Fixed Route Service	STBG	Local	\$301,600	\$327,600	\$364,000	\$993,200	Propose to decrease subsidy from 35% to 30% in FY 2021+; Proposed funding reflects RTC's 35% share in FY 2020 and 30% share for FY 2021-2022; In addition to the federal funds, there is a 20% local match and an additional local contribution that will come from DCTA transit fares Total Funding: FY 2020: \$861,714 Total (\$301,600 Federal, \$75,400 Local, and \$484,714 Local Contribution) FY 2021: \$1,092,000 Total (\$327,600 Federal, \$81,900 Local, and \$682,500 Local Contribution) FY 2022: \$1,213,333 Total (\$364,000 Federal, \$91,000 Local, and \$758,333 Local Contribution)	P

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2: P) Mostly Pass Through Funds S) Mostly Staff or Consultant Time

**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY 2020	FY 2021	FY 2022	Total		
11888.9	Aviation Support Integrated Systems; Unmanned Aircraft System Planning and Implementation (Ordinances, Land Use Support, Outreach, and Education); Unmanned Aircraft System Task Force and Coordination; Regional Aviation System Planning; Aviation Education Initiative	RTC Local	N/A	\$55,597	\$275,000	\$275,000	\$605,597	Propose to consolidate all aviation projects (TIP 11888.3, 11888.5, 11888.7, and 11888.8) into this new project; Existing funding to cover most of FY 2020	S
11657.2	Air Quality Public Education and Outreach Program	CMAQ	TDCs	\$1,088,000	\$1,560,000	\$1,560,000	\$4,208,000		S
11618.1	Regional Mobility Assistance Patrol (Dallas District)	STBG	State	\$3,645,000	\$3,400,000	\$3,450,000	\$10,495,000	Total Funding: FY 2020: \$4,556,250 Total (\$3,645,000 Federal, \$911,250 State) FY 2021: \$4,250,000 Total (\$3,400,000 Federal, \$850,000 State) FY 2022: \$4,312,500 Total (\$3,450,000 Federal, \$862,500 State)	P
11619.1	Regional Mobility Assistance Patrol (Fort Worth District)	STBG	State	\$2,076,000	\$2,125,000	\$2,215,000	\$6,416,000	Total Funding: FY 2020: \$2,595,000 Total (\$2,076,000 Federal and \$519,000 State) FY 2021: \$2,656,250 Total (\$2,125,000 Federal and \$531,250 State) FY 2022: \$2,768,750 Total (\$2,215,000 Federal and \$553,750 State)	P
11983	IH 30 Frontage Road at AT&T Way; Parking Upgrades to Allow for a 100 Space Park-and-Ride Including Lighting, Signage, Striping, Median Improvements, and Insurance	RTC Local	N/A	\$1,100	\$6,000	\$6,000	\$13,100	Existing funding to cover portion of FY 2020	P
11635.1	Implementation and Administration of Air Quality and Transportation Projects Funded with RTR Funds	RTR 121-ESA2	N/A	\$0	\$465,000	\$465,000	\$930,000	RTR Source: RTR 121- East Set Aside (Account 2) funds proposed; Existing funding to cover FY 2020	S
11655.1	Revenue and Project Tracking, Software Development Project, and Fiscal Management Information Systems	STBG	TDCs	\$332,800	\$447,200	\$457,600	\$1,237,600	Existing funding to cover part of FY 2020	S
11892	NASJRB; Planning, Administration, and Implementation of Naval Air Station Joint Reserve Base Joint Land Use Development Study; Regional Military and Community Coordination and Implementation	RTC Local	N/A	\$150,000	\$150,000	\$150,000	\$450,000		S
11654.1	Technical and Legal Support for Innovative Financing on Roadways, Transit, and Air Quality Projects in the Dallas-Fort Worth MPO; Including Researching, Developing, and Negotiating Legal Mechanisms to Implement Programs and Initiatives to Ensure Compliance with Federal, State and Policy Body Requirements	RTR 121-ESA2	N/A	\$150,000	\$150,000	\$150,000	\$450,000	RTR Source: RTR 121- East Set Aside (Account 2) funds proposed	S

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2: P) Mostly Pass Through Funds S) Mostly Staff or Consultant Time

**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY 2020	FY 2021	FY 2022	Total		
11694	Regional Air Quality Initiatives: Identify and Implement Policies/Best Practices to Improve Air Quality and Ensure Compliance with Federal Standards; Including Strategies to Reduce Emissions from Commercial and Consumer Vehicles, Implementation of New Vehicle Technologies, and Assist Local Governments and Business with the Deployment of Low-Emission Technologies	STBG	TDCs	\$1,456,000	\$2,543,000	\$2,594,000	\$6,593,000	Existing funding to cover part of FY 2020	S
11660	Air Quality Initiatives: Energy Efficiency - Implement Projects to Reduce Energy Use and Increase Energy Efficiency Measures Within the Public and Private Sector to Reduce Air Quality Impacts	RTC Local	N/A	\$25,000	\$25,000	\$25,000	\$75,000	Seeking non-RTC Funds as well (SECO)	S
11659.1	Transportation Department Vehicle: Purchase/Lease/Capital, Labor, and Non-Labor Expenses for NCTCOG Transportation Department Low Emissions Vehicle #3 and #4, Which will Replace the 2008 Ford Escape and Toyota RAV4; Includes Maintenance for Car #3 and #4	RTC Local	N/A	\$55,000	\$35,000	\$35,000	\$125,000	Fund maintenance for car #3 and #4 until FY 2030, fund capital/lease cost of car #4	P
11634.1	FHWA Managed Lane Pool Fund Study; Identify and Implement Research Regarding the Planning and Operation of Managed Lanes; Develop New Standards for Managed Lanes	RTC Local	N/A	\$20,000	\$20,000	\$20,000	\$60,000	Funding would be DFW region's contribution to national effort	P
11613.2	Regional Goods Movement/Corridor Studies; Conduct General Corridor Studies and Planning Activities in Support Of The Region's Goods Movement Including; NCTCOG Staff Time and Consultant Assistance to Assess Impact of Truck, Rail, and Other Freight Movement, Data Collection and Analysis, Safety, Coordination with Private Sector Partners in Freight Businesses; Monitoring Truck Lane Corridors, Hazmat, Economic Analysis, Land Use Compatibility, Passenger and Freight Rail Integration, Public Outreach and Education	STBG	TDCs	\$614,000	\$657,000	\$674,000	\$1,945,000		S
20269	Incident Management and Safety Patrol Pilot Program: Signage and Striping Assessment	RTR 121-ESA2	N/A	\$0	\$200,000	\$200,000	\$400,000	Existing funding to cover FY 2020; Fund program until FY 2022; RTR Source: RTR 121- East Set Aside (Account 2) funds proposed	P

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**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY 2020	FY 2021	FY 2022	Total		
11679	Planning Support and Technical Expertise: Implementation of Passenger Rail in Regional Rail Corridors	RTR 121-ESA2	N/A	\$0	\$85,000	\$320,000	\$405,000	Existing funding to cover FY 2020 and most of FY 2021; RTR Source: RTR 121- East Set Aside (Account 2) funds proposed	S
11554.2	People Mover Test Track; Including Analysis of Various Technologies and Alignment Options for Warranted People Mover Locations in the DFW Region and Connect Those Locations to Existing Regional Transportation Networks	STBG	TDCs	\$122,000	\$520,000	\$260,000	\$902,000		P
20200	Sustainability for Transit: Transit Operations and Regional Coordination	RTR 121-ESA2	N/A	\$750,000	\$750,000	\$750,000	\$2,250,000	RTR Source: RTR 121- East Set Aside (Account 2) funds proposed	P
11622.3	Travel Survey & Data Collection Program: To Provide Travel Information Used to Create Analytical Tools for all Planning, Air Quality, and Management Projects in the MPA; Analysis of Transit Performance in Real-Time and Forecast Future Ridership Amongst the Three Major Transit Agencies; Inclusion of Non-Motorized Trips into the Regional Travel Model; Development of Dynamic Traffic Assignment Model for Roadway Network Analysis	STBG	TDCs	\$1,581,000	\$1,695,000	\$780,000	\$4,056,000		P
11615.2	Regional Aerial Photography: Data Collection/Planning	STBG	State/Local	\$0	\$1,000,000	\$0	\$1,000,000		P
25026	Wetlands/Tree Mitigation Project	RTR 121-ESA2	N/A	\$100,000	\$100,000	\$100,000	\$300,000	RTR Source: RTR 121- East Set Aside (Account 2) funds proposed	S
11650	Corridor Studies and Capital Asset Management: Identify Strategies to Extend Operational Life of Transportation Facilities by Promoting Use of Strategic Maintenance, Repair, and Expansion; Includes Continued Development, Monitoring, and Technical Assistance to Regional Partners to Balance Preservation vs. Upgrade of Assets	STBG	TDCs	\$125,000	\$280,000	\$292,000	\$697,000	Existing funding to cover part of FY 2020	S
11621.2	Planning Studies and Streamlined Project Delivery (Regional); Provide MPO Planning Support and Technical Assistance for Surface Transportation Projects Within the Metropolitan Planning Area Including Planning Studies and Expedite Environmental Review Process	STBG	TDCs	\$1,000,000	\$1,248,000	\$1,248,000	\$3,496,000		S

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**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY 2020	FY 2021	FY 2022	Total		
11647	Land Use/Transportation and Bike/Pedestrian Initiatives Includes Bicycle/Pedestrian Planning, Transit Oriented Development, Regional Pedestrian Safety Program, Implementation of Sustainable Development Initiatives; Includes NCTCOG Staff Time and Possible Consultant Assistance to Develop and Implement Funding Programs, Collect and Analyze Data; School Siting/Land Use Connections, Safe Routes to School, Safety and Education	STBG	TDCs	\$749,000	\$1,503,000	\$1,524,000	\$3,776,000		S
			Subtotal	\$16,753,206	\$24,087,800	\$24,083,600	\$64,924,606		
Proposed New Projects									
11689	University Partnership Program (UPP): Support University Work Efforts on Projects Selected by NCTCOG in Areas Such as Transportation Planning/Modeling, Autonomous Vehicles, Congestion Management, Sustainable Development, Air Quality Improvement, and Data Collection and Analysis	RTC Local	N/A	\$100,000	\$100,000	\$100,000	\$300,000		P
11691	Congestion Management/Asset Information Planning Tool; Develop Tool to Integrate Data to Enable Creation of Corridor Analyses Sheets Based on User Interface Selected Parameters; Collection and Integration of Asset Data; Administration of Mobility Assistance Patrol; ITS Data Architecture Updates and Compliance; Coordinate ITS Integration Activities Among Regional Agencies	STBG	TDCs	\$260,000	\$104,000	\$45,000	\$409,000		S
11675.2	Denton Greenbelt Project - New Alignment Near FM 428/Milam Road from IH 35 to Dallas North Tollway; Development of a High-Level Site Plan to Mitigate the Effects of Roadway Expansion Through the Denton Greenbelt; Includes NCTCOG Staff Time	RTC Local	N/A	\$40,000	\$35,000	\$20,000	\$95,000	Propose to split from TIP 11675 as a follow-up implementation project	S
11692	Regional Parking Management Tools & Strategies Program - Develop and Implement Data Driven Tools and Strategies to Support Public Sector in Management of Parking at Multimodal Locations	STBG	TDCs	\$156,000	\$208,000	\$156,000	\$520,000		S
11693	Smart Transit Corridors and Walkable Places; Develop and Implement Multimodal Strategies to Increase Non-Single Occupant Vehicle Transportation Options Through Coordinated Land Use and Transportation Planning in Priority Transit Corridors and Walkable Neighborhoods	STBG	TDCs	\$312,000	\$364,000	\$468,000	\$1,144,000		S
			Subtotal	\$868,000	\$811,000	\$789,000	\$2,468,000		

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**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

TIP CODE	PROJECT DESCRIPTION	PROPOSED FUNDING SOURCE	PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹				COMMENTS	PASS THROUGH VS. STAFF TIME ²
				FY 2020	FY 2021	FY 2022	Total		
Projects with Funds Being Removed									
11666	Downtown Dallas Central Business District; Conduct a Pilot Study on Parking Demand and Innovative Parking Technologies for Downtown Dallas	STBG	Local	-\$400,000	\$0	\$0	-\$400,000	Turn back funding due to change in priorities by City of Dallas; \$500,000 total removed (\$400,000 Federal and \$100,000 Local)	P
20220	IH 35E Streamline Project Delivery	RTR 121-DE1	N/A	-\$827,788	\$0	\$0	-\$827,788	Return funding to Denton Co RTR pool; RTR 121- DE (Account 1) Funds	S
			Subtotal	-\$1,227,788	\$0	\$0	-\$1,227,788		

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2: P) Mostly Pass Through Funds S) Mostly Staff or Consultant Time

**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹			
	FY 2020	FY 2021	FY 2022	Total
Financial Summary				
Funding Source	FY 2020	FY 2021	FY 2022	Total
Existing Projects Proposed for Additional Funds				
CMAQ	\$1,088,000	\$2,600,000	\$4,212,000	\$7,900,000
STBG	\$14,223,400	\$19,176,800	\$17,355,600	\$50,755,800
RTR	\$1,000,000	\$1,750,000	\$1,985,000	\$4,735,000
RTC Local	\$441,806	\$561,000	\$531,000	\$1,533,806
Subtotal	\$16,753,206	\$24,087,800	\$24,083,600	\$64,924,606
TDCs (Not Calculated in Funding Totals)	1,666,960	2,398,040	2,249,120	6,314,120
Proposed New Project Funding				
STBG	\$728,000	\$676,000	\$669,000	\$2,073,000
RTC Local	\$140,000	\$135,000	\$120,000	\$395,000
Subtotal	\$868,000	\$811,000	\$789,000	\$2,468,000
Projects with Funds Being Removed				
STBG	-\$400,000	\$0	\$0	-\$400,000
RTR	-\$827,788	\$0	\$0	-\$827,788
Subtotal	-\$1,227,788	\$0	\$0	-\$1,227,788
Net Additional Funds Being Requested				
CMAQ	\$1,088,000	\$2,600,000	\$4,212,000	\$7,900,000
STBG	\$14,551,400	\$19,852,800	\$18,024,600	\$52,428,800
RTR	\$172,212	\$1,750,000	\$1,985,000	\$3,907,212
RTC Local	\$581,806	\$696,000	\$651,000	\$1,928,806
Total	\$16,393,418	\$24,898,800	\$24,872,600	\$66,164,818

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2: P) Mostly Pass Through Funds S) Mostly Staff or Consultant Time

**Fiscal Year 2020-2022 Management and Operations, NCTCOG-Implemented, and Regional/Air Quality Program
Draft Recommendation**

PROPOSED MATCH SOURCE	PROPOSED NEW FUNDING ¹			
	FY 2020	FY 2021	FY 2022	Total
Pass Through Vs. Staff Time Summary				
P-Mostly Pass-Through Funds	\$10,468,809	\$13,838,600	\$13,474,000	\$37,781,409
Mostly-Pass Through Being Removed	-\$400,000	\$0	\$0	-\$400,000
S-Mostly Staff or Consultant Time	\$7,152,397	\$11,060,200	\$11,398,600	\$29,611,197
Mostly-Staff or Consultant Time Being Removed	-\$827,788	\$0	\$0	-\$827,788
Total	\$16,393,418	\$24,898,800	\$24,872,600	\$66,164,818

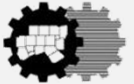
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2017-2018 CMAQ/STBG* FUNDING: REGIONAL/AIR QUALITY AND MANAGEMENT AND OPERATIONS PROGRAMS

Regional Transportation Council

March 14, 2019

* Congestion Mitigation and Air Quality Improvement Program/Surface
Transportation Block Grant



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

- ☑ Federal/Local Funding Exchanges
- ☑ Automated Vehicle Program
 - ☑ Round 1 ☑ Round 2
- ☑ Strategic Partnerships
 - ☑ Round 1 ☑ Round 2 ☑ Round 3/Intersection Improvements/MTP Policy Bundle
- ☑ Planning and Other Studies
- ☑ 10-Year Plan/Proposition 1 Adjustments
- ☑ Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
- ☑ Transit Program
- **Assessment Policy Programs/Projects**
- ☑ Local Bond Program Partnerships
- ☑ Safety, Innovative Construction, and Emergency Projects
- **Management and Operations (M&O), NCTCOG-Implemented, & Regional/Air Quality Programs**

☑= Project Selection Completed ■ = Pending STTC/RTC Approval

BACKGROUND

Regional Transportation Council (RTC) and Surface Transportation Technical Committee (STTC) typically consider extending existing and funding new Air Quality and Management and Operations projects/programs every few years

Last review occurred in 2014-2015 and projects were funded through Fiscal Year (FY) 2018

Using Transportation Improvement Program (TIP) Action last year, projects were extended into FY 2019 if carryover funds were insufficient

PURPOSE AND NEED

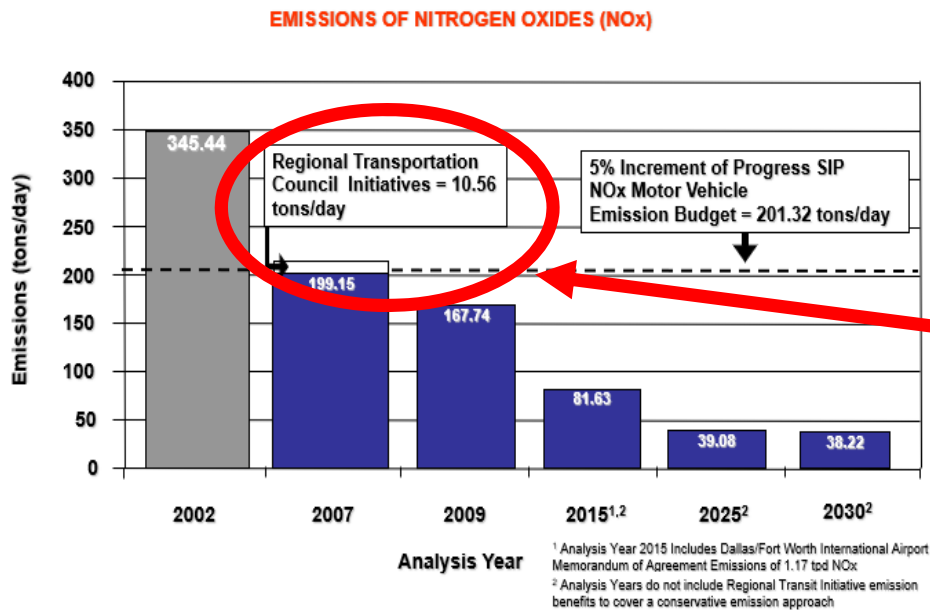
Ensures that programs and projects continue without interruption in FY 2020-2022

Enables staff to respond to certain planning and implementation assistance requests (e.g., environmental justice and data collection efforts)

Assigns resources for RTC priorities

Improves air quality initiatives

IMPORTANCE OF REGIONAL AIR QUALITY AND M&O PROJECTS



Air Quality Conformity test results must be below Environmental Protection Agency's (EPA) Motor Vehicle Emission Budget (MVEB)

Previous RTC Initiatives (air quality projects and programs) have allowed our region to pass Conformity

Upon MVEB reset, which is scheduled for later this year, Conformity approval is uncertain and these programs can help tip the scales

PROGRAM AND PROJECT TYPES

Regional/Air Quality

(Vanpool Program, Clean Air Programs/Projects, Traffic Signal Retiming, etc.)

Management & Operations

(Mobility Assistance Patrol, Transit Operations, etc.)

Regional Projects/Programs

(Aviation, Freeway Incident Management, Data Collection, etc.)

DRAFT SUBJECT TO REVISION

SUMMARY OF PROPOSED FUNDING

Funding Category	RTC Share (\$ in Millions)
CMAQ	\$7.90
STBG	\$52.83
Regional Toll Revenue (RTR)	\$4.74
RTC Local	\$1.93
Subtotal	\$67.40
Funds Proposed for Removal*	(\$1.23)
Net Additional Funds Being Requested	\$66.17

*This funding will be used to offset funds requested in overall program. Please reference mailout for a list of projects from which staff is proposing to remove funding.

ADDITIONAL DETAILS ON PROPOSED FUNDING

Funding is being requested for fiscal years 2020-2022.

\$15.41M of carryover funding from existing projects reduced the overall funding need.

A portion of the requested funding is to be used by NCTCOG staff to implement regional projects and programs.

The balance will be passed through to other agencies in the region (for projects like the Vanpool Program, Mobility Assistance Patrol, etc.).

Category of Expenditure	Funding Amount
NCTCOG-Implemented (staff time and consultants)	\$28.78M
Pass-Through to Local Transportation Agencies	\$37.39M
Total	\$66.17M

APPROVAL TIMELINE

Meeting/Task	Date
STTC Information	February 22, 2019
Public Meetings	March 11, 2019
RTC Information	March 14, 2019
STTC Action	March 22, 2019
RTC Action	April 11, 2019

QUESTIONS?

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Community College Partnership

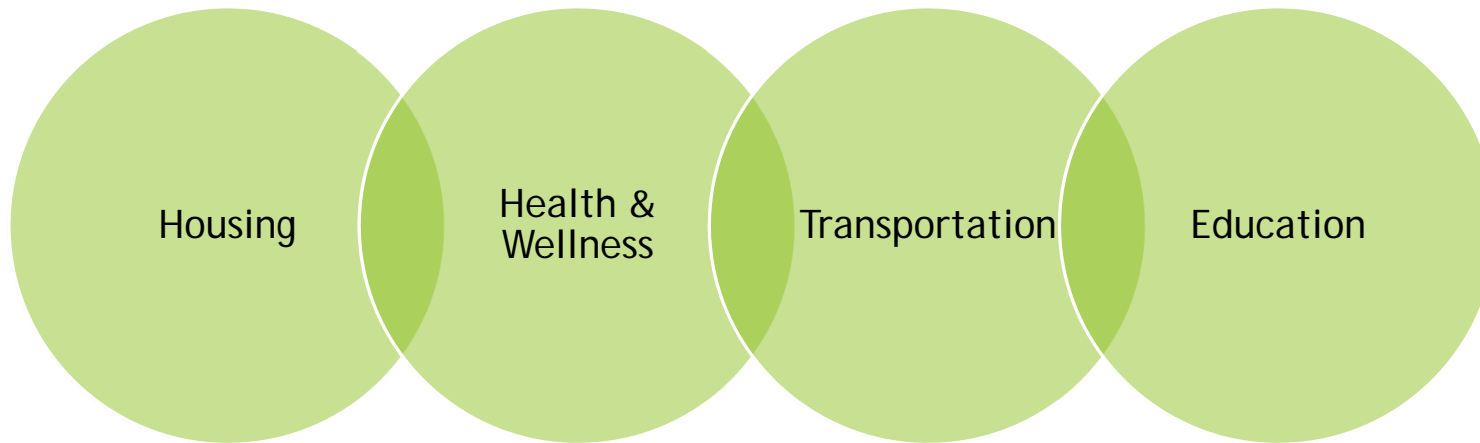
Regional Transportation Council

March 14, 2019

Shannon Stevenson

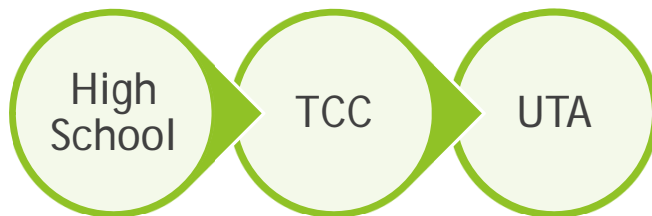
Program Manager, Transit Planning & Operations

Holistic Approach to Addressing Poverty



Background

- ▶ Meeting: NCTCOG, Dr. Ben Carson, Secretary of Housing and Urban Development & Dr. Eugene Giovannini, Tarrant County College (TCC) Chancellor
 - ▶ Discussions on Addressing Poverty Holistically
 - ▶ Transportation Initiatives
 - ▶ Project A: Student Transit Passes
 - ▶ Project B: Explore Shuttle for AISD Students to TCC and UTA



- ▶ Conclusion: Improve Transportation Options for Students

Project A: Student Transit Passes

- ▶ **Concept:** Provide transit passes for TCC students* giving TCC ability to use resources for additional scholarships
- ▶ **Partnership:** NCTCOG, TCC, and Trinity Metro
- ▶ **Where:** Tarrant County
- ▶ **When:** Fall 2019
- ▶ **How Much:** \$300,000 for Two Years (\$150,000 each year)
- ▶ **Proposed Funding Source:** RTC Local Funds

*TCC currently provides transit passes for students

Project B: AISD-TCC-UTA Shuttle

- ▶ **Concept:** Provide transit for students (and others) between AISD campuses, TCC, UTA, and Park & Ride Lots
- ▶ **Partnership:** NCTCOG, the City of Arlington, AISD, TCC, and UTA
- ▶ **Where:** Arlington
- ▶ **When:** Fall 2019
- ▶ **How Much:** \$500,000 for Two Years (\$250,000 each year)
- ▶ **Proposed Funding Source:** Existing FTA Funds Previously Set Aside

Tentative Schedule

February 22, 2019

February/March 2019

March 14, 2019

March 22, 2019

April 11, 2019

May/June 2019

Fall 2019

Summer 2020

January 2021

STTC Information

Partner Coordination

RTC Information

STTC Action

RTC Action

Project Development

Project Implementation

Project Evaluation

Possible Project Expansion to Dallas County

For More Information

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2017-2018 CMAQ/STBG Funding Program: Assessment Policy
Draft Recommendations

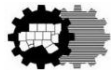
Implementing Agency	Project/Facility	Limits	Project Scope	Fiscal Year	Phase	Proposed Funding						Comments	
						Federal CMAQ (CAT 5)	Federal STBG (CAT 7)	BUILD Grant	State	Local	Private		Total Proposed Funding
City of Anna	Ferguson Pkwy	From Collin County Outer Loop to Elm Street	Construct 0/2 to 4 lane urban divided (6 lanes ultimate), including new sidewalks and 0 to 6 lane bridge over Slayter Creek	2020	ENG	\$0	\$1,072,481	\$0	\$0	\$268,120	\$0	\$1,340,601	Staff is proposing to fund the engineering phase and bring a proposal back at a later date to fund the rest of the project, which will have a repayment component.
Subtotal						\$0	\$1,072,481	\$0	\$0	\$268,120	\$0	\$1,340,601	
TxDOT Fort Worth	SH 360	From Trinity River to Post and Paddock	Construct 0 to 2 lane southbound frontage road, bridge over Riverside Parkway, and new sidewalks	2020	ENG	\$0	\$0	\$0	\$0	\$2,345,974	\$0	\$2,345,974	Engineering phase to be funded by the city of Grand Prairie and/or a private developer; half of the RTC's contribution to the construction phase will be repaid over a 10-year period.
				2023	CON	\$81,677	\$10,110,749	\$0	\$1,274,053	\$1,274,053	\$0	\$12,740,532	
Subtotal						\$81,677	\$10,110,749	\$0	\$1,274,053	\$3,620,027	\$0	\$15,086,506	
TxDOT Fort Worth	Avondale-Haslet Road/Haslet Parkway/Intermodal Parkway	On Avondale-Haslet from Intermodal Parkway to West of Haslet County Line Road; Haslet Parkway/Intermodal Parkway Connector from IH 35W/SH 170 to Transport Drive	On Avondale-Haslet: construct new 0 to 4 lane and reconstruct existing 2 lane to 4 lane divided urban roadway including intersection improvements at FM 156 and new sidewalks; on Haslet Parkway/Intermodal Parkway: construct 0 to 4 lane divided urban with new sidewalks	2019	ENG	\$0	\$2,968,000	\$0	\$0	\$742,000	\$0	\$3,710,000	Engineering funding was previously approved by the RTC; Some right-of-way to be donated by private landowners; the RTC will be paid back \$6,900,000 over a 20-year period; Tarrant County to contribute \$2,000,000 for construction; TxDOT to provide state match for on-system project components; city of Haslet to pay for utility relocations.
				2020	ROW	\$0	\$0	\$0	\$0	\$3,947,000	\$5,053,000	\$9,000,000	
				2020	UTIL	\$0	\$0	\$0	\$0	\$2,966,000	\$0	\$2,966,000	
				2020	CON	\$4,633,760	\$10,025,440	\$20,000,000	\$1,096,320	\$4,868,480	\$2,700,000	\$43,324,000	
Subtotal						\$4,633,760	\$12,993,440	\$20,000,000	\$1,096,320	\$12,523,480	\$7,753,000	\$59,000,000	
City of Fort Worth	Butler Housing Project	TBD	TBD	TBD	ENG	\$0	\$1,600,000	\$0	\$0	\$400,000	\$0	\$2,000,000	Staff proposes to only fund engineering and right-of-way at this time; Tax Increment Financing (TIF) District is being created; staff to bring a proposal back at a later date for construction funding, which will have a payback component.
				TBD	ROW	\$0	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000	
Subtotal						\$0	\$2,400,000	\$0	\$0	\$600,000	\$0	\$3,000,000	
City of Dallas	Dallas Central Business District (High-Speed Rail Station Area)/Oak Farms Project (Street Car, Roadway, Bike/Ped.)	TBD	TBD	TBD	ENG	\$0	\$6,400,000	\$0	\$0	\$1,600,000	\$0	\$8,000,000	Staff proposes to only fund engineering at this time; staff to bring a proposal back at a later date for construction funding, which will have a payback component; funding will be divided among the Dallas Central Business District (High-Speed Rail Station Area) and Oak Farms projects.
Subtotal						\$0	\$6,400,000	\$0	\$0	\$1,600,000	\$0	\$8,000,000	
Grand Total						\$4,715,437	\$32,976,670	\$20,000,000	\$2,370,373	\$18,611,627	\$7,753,000	\$86,427,107	

2017-2018 CMAQ/STBG* FUNDING: ASSESSMENT POLICY PROGRAM

Regional Transportation Council

March 14, 2019

*Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant



North Central Texas
Council of Governments
Transportation Department

CMAQ/STBG FUNDING PROGRAMS

STATUS

PROGRAM

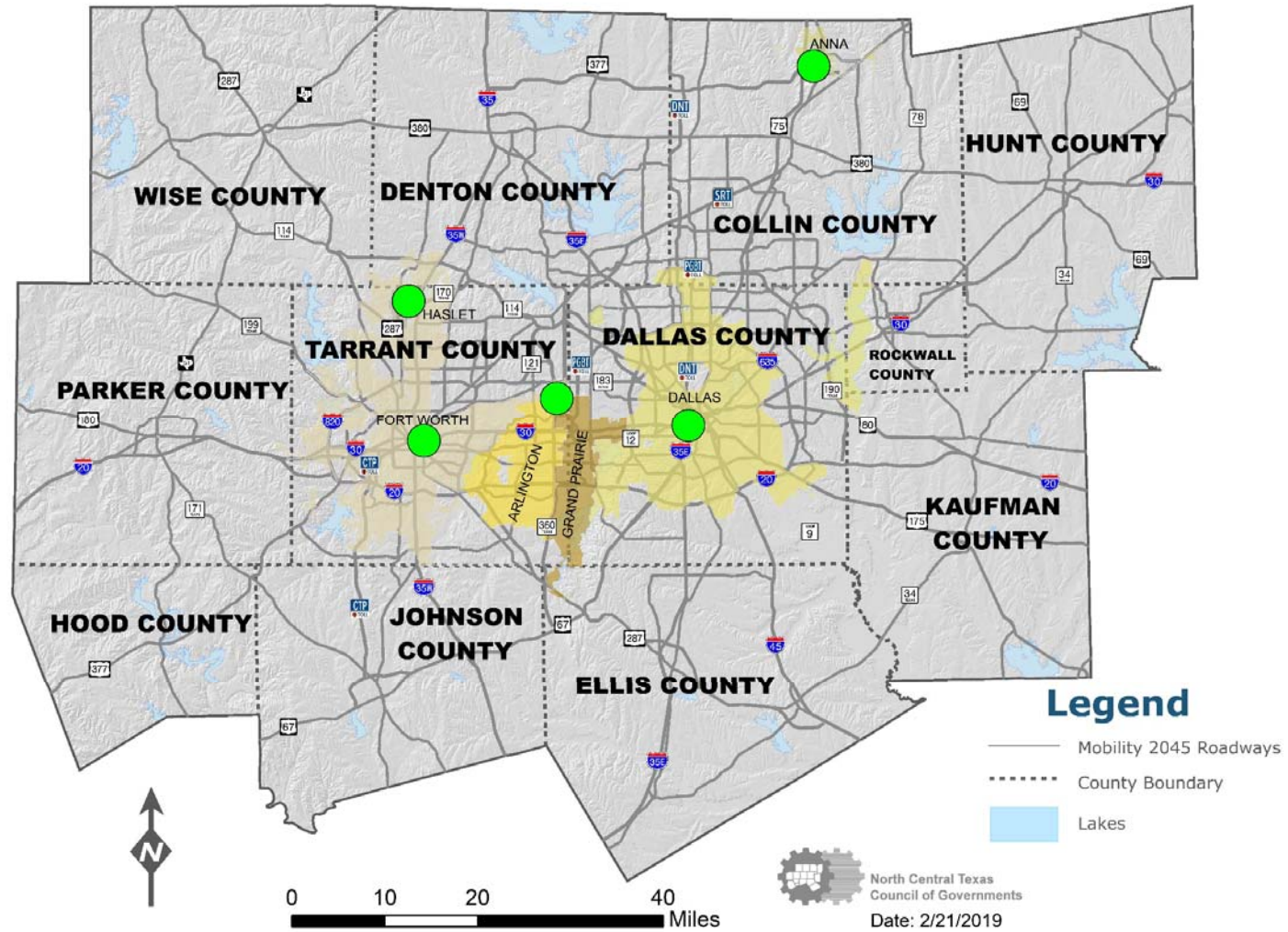
- Federal/Local Funding Exchanges
- Automated Vehicle Program
 - Round 1
 - Round 2
- Strategic Partnerships
 - Round 1
 - Round 2
 - Round 3/Intersection Improvements/Policy Bundle TDCs
- Planning and Other Studies
- 10-Year Plan/Proposition 1 Adjustments
- Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects
- Transit Program
- Assessment Policy Programs/Projects**
- Local Bond Program Partnerships
- Safety, Innovative Construction, and Emergency Projects
- Management and Operations (M&O), NCTCOG-Implemented, and Regional/Air Quality Programs**

= Project Selection Completed = Pending STTC/RTC Approval

ASSESSMENT POLICY PROGRAM PROJECTS

Description/ Purpose	Implementation of a policy to assess the increased value of transportation improvements to adjacent property, so as development occurs along the project area the RTC is repaid for improvements funded along the corridor.
Initial Requests	<ul style="list-style-type: none">• Ferguson Parkway in city of Anna• Avondale-Haslet Road in city of Haslet

Assessment Policy Program Project Locations



PROPOSED FUNDING SUMMARY

DRAFT

PROJECT	AGENCY	PROPOSED NEW RTC FUNDING¹
Ferguson Parkway	City of Anna	\$1,072,481
SH 360 Frontage Road	TxDOT Fort Worth	\$10,192,426
Avondale-Haslet Road/Haslet Parkway/Intermodal Parkway	TxDOT Fort Worth	\$14,659,200
Butler Housing Project	City of Fort Worth	\$2,400,000
Dallas Central Business District (High-Speed Rail Station Area)/Oak Farms Project (Street Car, Roadway, Bike/Ped.)	City of Dallas	\$6,400,000
Total		\$34,724,107

¹Proposed funding includes the RTC share only for both the amounts proposed to be a grant and the funding to be paid back to the RTC; does not include engineering funding previously approved by the RTC on the project in the city of Haslet

FERGUSON PARKWAY – CITY OF ANNA

Staff proposes to fund the engineering phase while other funding partners are finalized.

A proposal for additional funding for future phases that would include a repayment component will be brought back at a later date.

Value capture mechanism: Roadway Impact Fee

SH 360 FRONTAGE ROAD – TxDOT FORT WORTH

Staff proposes to fund part of the project as a grant as there are reliability and mobility benefits.

The remaining portion will be repaid to the RTC as there are economic development benefits as well.

The city of Grand Prairie will repay half of the RTC's contribution.

The proposed loaned amount will be repaid with 2.4% interest.

Payback period no greater than 10 years.

Value capture mechanism: Tax Increment Financing (TIF)

AVONDALE-HASLET ROAD/HASLET PARKWAY/INTERMODAL PARKWAY – TxDOT FORT WORTH

Project was selected to receive a Better Utilizing Investments to Leverage Development (BUILD) grant of \$20,000,000.

The city of Haslet will repay \$6,900,000 to the RTC.

The proposed loaned amount will be repaid with 2.4% interest.

Payback period no greater than 20 years.

Value capture mechanisms: Tax Increment Reinvestment Zone (TIRZ), TIF, City, Private Sector, Other

ADDITIONAL PROJECTS

Butler Housing

Staff proposes to fund engineering and right-of-way at this time.

A proposal for additional funding for future phases that would include a repayment component will be brought back at a later date.

Dallas CBD (HSR Station Area)/Oak Farms Project (Street Car, Roadway, Bike/Ped.)

Staff proposes to fund engineering at this time.

A proposal for additional funding for future phases that would include a repayment component will be brought back at a later date.

Funding will be divided among the Dallas CBD HSR Station Area and Oak Farms projects.

TIMELINE

MEETING/TASK	DATE
STTC Information	February 22, 2019
Public Involvement	March 11, 2019
RTC Information	March 14, 2019
STTC Action	March 22, 2019
RTC Action	April 11, 2019

QUESTIONS?

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TRANSPORTATION AND GENTRIFICATION: A TOOLBOX FOR POSITIVE NEIGHBORHOOD CHANGE

Regional Transportation Council

Karla Weaver, AICP

March 14, 2019



North Central Texas
Council of Governments

Report Outline



Explore the meaning and implications of gentrification for North Texas.



Summarize a variety of policy/legislative examples and programs implemented across the country.



Provide a resource guide on strategies that various levels of government may use to best facilitate positive equitable outcomes for all residents and businesses potentially affected by gentrification.

Definition

“Gentrification is the process by which higher-income households displace lower-income residents of a neighborhood, changing the essential character and flavor of that neighborhood.”

- The Brookings Institution Center on Urban and Metropolitan Policy

Relationship To Transportation

Transportation investments can impact communities, but the context of overall community condition must be considered.

Public Infrastructure
Investment



Socioeconomic Factors

Location Context

Real Estate Market

Revitalization

Goal: Achieve Revitalization

Gentrification

Physically upgrades the housing stock

Displaces original residents with affluent households

Changes the character of a neighborhood and disrupts social networks

vs.

vs.

vs.

Revitalization

Creates affordable options for original residents and upgrades housing

Adds employment and other opportunities for existing residents

Retains neighborhood character- physical upgrades and enhances social components of the community

Strategies



Strategies

Nineteen strategies applicable to four levels of government – city, county, region, state

Creating

Inclusionary
Zoning

By-Right Zoning

Maintaining

Property Tax
Strategies

Renter Protections

Empowering

Neighborhood
Plans

Community Land
Trusts

Recommendations

Actions at all levels of government: City, County, Region, State

Planning – prepare for growth and empower community

Education and Coordination – Leveraging tools like community land trusts

Legislation and Policy – Expanding the legal capacity of local governments to use housing tools and strategies



Gentrification Study Link and Contacts

<https://www.nctcog.org/housing>

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Senior Transportation Planner
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MTP Policy Bundle Fact Sheet – Round 3

Must my entity complete a new Application?

Yes, all entities must complete a new Application each year and submit all required documentation.

How many TDCs will be available?

Annually, the Transportation Improvement Program (TIP) team will review federal funding availability for the upcoming year and determine the number of Transportation Development Credit's (TDCs) to be allocated to all new qualifying entities.

When can I request an Application?

Applications can be requested at any time, but Applications will not be available to be sent to the requestors until the next round opens in the fall.

How do I request an Application?

Applications can be requested by going to: <https://www.nctcog.org/trans/plan/mtp/policy-bundle> and clicking on the *Request an Application* link.

How long do we have to use any TDCs awarded?

TDCs will be available to program through the TIP team throughout the fiscal year as opportunities arise. Entities have one year from the date of the award to add new projects to the TIP. Entities must work with NCTCOG staff to allocate TDCs to an eligible project. Once projects are selected for inclusion in the TIP, entities have two years to meet the following requirements or the TDCs expire:

- Sign a TDC agreement with the Metropolitan Planning Organization
- Begin project implementation

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 that improve air quality and relieve congestion, including transit improvements, bicycle and pedestrian facilities and programs, and traffic flow improvements
- Projects will be vetted against typical Regional Transportation Council selection criteria

Timeline for MTP Policy Bundle – Round 3:

March 15, 2019	April 15, 2019	June 2019
Applications due for those requesting NCTCOG assistance	Policy Bundle Round 3 Application Deadline	Regional Transportation Council Approval of Policy Bundle Awards

Regional Transportation Council Attendance Roster
March 2018-February 2019

RTC MEMBER	Entity	3/8/18	4/12/18	4/19/18	5/10/18	6/14/18	7/12/18	8/9/18	9/13/18	10/11/18	11/8/18	12/13/18	1/10/19	2/14/19
Tennell Atkins (09/17)	Dallas	A	P	A	P	A	A	P	A	A	A	A	P	P
Richard E. Aubin (06/18)	Garland	--	--	--	--	A(R)	P	P	P	P	P	P	P	P
Sue S. Bauman (10/17)	DART	P	E(R)	P	E(R)	P	A	P	E	P	A	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	--	--	--	--	P	P	P	P	P	E(R)	P	E(R)	P
Loyl Bussell (05/17)	TxDOT, FW	P	E(R)	P	P	P	E	P	P	P	E(R)	P	E(R)	P
Rickey D. Callahan (09/17)	Dallas	E	P	P	P	P	A(R)	P	P	P	E(R)	P	P	P
George Conley (07/18)	Parker Cnty	--	--	--	--	--	P	P	P	P	P	P	P	P
David L. Cook (05/16)	Mansfield	P	P	P	P	P	P	P	P	P	E(R)	P	P	P
Theresa Daniel (11/18)	Dallas Cnty	--	--	--	--	--	--	--	--	--	P	P	A	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	P	P	P	P	P	E
Andy Eads (1/09)	Denton Cnty	P	P	P	E	P	P	P	P	P	P	P	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	E	P	P	P	P	P	E(R)	P	E(R)	P	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	P	P	P	P	P	P	P
Robert Franke (1/08)	Cedar Hill	A	P	P	P	P	E(R)	P	P	E(R)	P	E(R)	P	P
George Fuller (07/17)	McKinney	A	E(R)	P	E(R)	P	E(R)	P	A	A	P	P	A(R)	A
Rick Grady (09/13)	Plano	--	--	--	--	--	--	--	P	P	A	P	P	P
Lane Grayson (01/19)	Ellis Cnty	--	--	--	--	--	--	--	--	--	--	--	P	P
Sandy Greyson (11/11)	Dallas	P	P	P	P	P	A	E	P	P	P	P	P	P
Jim Griffin (06/18)	Bedford	--	--	--	--	P	P	E(R)	P	E(R)	P	P	P	P
Mojy Haddad (10/14)	NTTA	P	P	A	E	E	P	A	P	P	P	P	P	A
Roger Harmon (1/02)	Johnson Cnty	E	P	A(R)	P	P	P	P	E	E	P	P	P	P
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	P	P	P	P	P	P	P	P	A	P	P
Ron Jensen (06/13)	Grand Prairie	P	P	P	P	A	P	P	E	E(R)	P	P	P	E(R)
Jungus Jordan (4/07)	Fort Worth	P	P	P	P	P	P	P	P	E	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	E	P	P	P	P	A(R)	P	A	P	P	P	P	P
David Magness (06/13)	Rockwall Cnty	P	P	P	P	P	E	E	P	P	P	P	P	P
Scott Mahaffey (03/13)	FWTA	P	E(R)	P	P	P	P	P	E(R)	P	P	P	P	E(R)
B. Adam McGough (07/16)	Dallas	E	P	P	P	A	P	P	A	P	E(R)	P	A(R)	P
William Meadows (02/17)	DFW Airport	E	E(R)	P	P	A	P	A	E(R)	E(R)	P	E	P	E
Steve Mitchell (07/17)	Richardson	P	P	P	P	P	P	E(R)	P	P	P	E(R)	P	E(R)
Cary Moon (06/15)	Fort Worth	P	P	P	E(R)	E(R)	P	P	P	A	E	P	A	P
Stan Pickett (06/15)	Mesquite	P	E	E(R)	P	P	P	P	E(R)	E	P	P	P	P
John Ryan (05/18)	Denton	--	--	--	P	P	A	P	P	P	P	P	P	P
Will Sowell (10/17)	Frisco	E(R)	P	A	P	E(R)	A	P	P	E(R)	P	P	A	P
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	P	E(R)	E	P	P	E(R)	P	A(R)	P	E(R)	E(R)	P	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

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

**Regional Transportation Council Attendance Roster
March 2018-February 2019**

RTC MEMBER	Entity	3/8/18	4/12/18	4/19/18	5/10/18	6/14/18	7/12/18	8/9/18	9/13/18	10/11/18	11/8/18	12/13/18	1/10/19	2/14/19
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	P	P	P	P	P
Dennis Webb (8/18)	Irving	--	--	--	--	--	--	P	P	P	P	P	P	A
Duncan Webb (6/11)	Collin Cnty	P	P	P	P	P	E(R)	P	P	P	P	P	P	E(R)
B. Glen Whitley (2/97)	Tarrant Cnty	P	E(R)	A	P	E	A	E(R)	P	P	P	E	E	E
Kathryn Wilemon (6/03)	Arlington	P	P	P	P	P	P	P	P	P	E	P	P	P
W. Jeff Williams (10/15)	Arlington	P	P	P	P	P	P	E(R)	E(R)	E	P	P	P	P
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	P	P	P	P	P	E	P	P	P

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

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

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

Surface Transportation Technical Committee Attendance Roster
January 2018-January 2019

STTC MEMBERS	Entity	1/26/18	2/23/18	3/23/18	4/27/18	5/25/18	6/22/18	7/27/18	8/24/18	9/28/18	10/26/18	12/7/18	1/25/19
Joe Atwood	Hood County	--	--	--	--	--	--	P	A	P	A	P	P
Antoinette Bacchus	Dallas County	P	P	P	A	A	A	A	A(R)	A	A	P	A
Micah Baker	Dallas County	A	A	A	A	P	P	P	A	P	P	P	A
Bryan Beck	Grapevine	P	P	P	P	A(R)	P	P	P	P	P	P	P
Katherine Beck	Fort Worth	P	P	P	P	A	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	P	P	P	P	P	P	P	P	P	P
Keith Brooks	Arlington	A	P	A	A	A	P	A	A	A	A	A	A
Curt Cassidy	Mesquite	P	P	P	P	P	P	P	P	P	P	P	P
Season Clemens	TxDOT, Dallas	A	P	P	P	A	P	P	P	P	P	P	P
Robert Cohen	Southlake	R	P	A	A	A	P	A	A	A	A	A	A
Kent Collins	Coppell	P	R	A	R	P	A(R)	P	A	P	P	A	P
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	P	P	P	P	P	E	P
Hal Cranor	Eules	P	P	P	P	P	A	P	P	P	P	P	A
Clarence Daugherty	Collin County	P	P	R	P	P	P	P	P	P	P	P	P
Chad Davis	Wise County	P	P	P	P	P	P	P	P	P	A	A	P
Pritam Deshmukh	Denton	--	--	--	--	--	--	--	--	--	--	P	P
Greg Dickens	Hurst	R	R	R	A	A(R)	A(R)	A	A(R)	A(R)	A	A(R)	A(R)
David Disheroon	Johnson County	A	A	A	A	P	P	P	A	P	A	P	P
Phil Dupler	FWTA	P	P	P	P	P	P	A	P	P	P	P	P
Claud Elsom	Rockwall County	P	P	P	P	P	P	A	P	P	P	P	P
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	A	P	P	P	P	A	P	P
Ricardo Gonzalez	TxDOT, FW	--	--	--	--	--	--	--	P	A	P	P	P
Gary Graham	McKinney	P	P	P	P	A	P	P	P	A	P	A	A
Tom Hammons	Carrollton	A	P	P	A	P	A	A	P	A	A	A	A
Ron Hartline	The Colony	R	R	R	A	P	A(R)	A	A(R)	A(R)	A(R)	A	A
Kristina Holcomb	DCTA	R	P	R	E	P	P	P	P	P	P	P	P
Matthew Hotelling	Flower Mound	P	P	P	E	A	A	P	P	P	P	P	P
Kirk Houser	Dallas	P	P	P	P	P	A(R)	A	P	P	P	A	P
Terry Hughes	Weatherford	P	P	P	P	P	P	P	P	P	A	P	P
Tony Irvin	DeSoto	--	--	--	--	--	--	--	--	--	P	P	A
Paul Iwuchukwu	Arlington	P	P	P	P	A	P	A	P	A	P	A(R)	P
Kelly Johnson	NTTA	A	A	A	A	A	A	A	A	A(R)	A	A	A
Sholeh Karimi	Grand Prairie	P	A	P	A	A	A	P	A	A	P	A	P
Paul Knippel	Frisco	A	P	P	P	A	A	A	A(R)	A	A	A	A
Chiamin Korngiebel	Dallas	P	A	A	P	P	P	A	P	P	A	A	A
Alonzo Liñán	Keller	P	P	P	P	P	A	P	P	P	A	P	P
Paul Luedtke	Garland	P	P	P	P	P	P	P	P	A(R)	P	A	P
Stanford Lynch	Hunt County	P	P	A	P	P	P	P	P	P	P	A(R)	P
Alberto Mares	Ellis County	R	P	P	P	P	A(R)	P	A(R)	P	P	P	A
Wes McClure	Mesquite	--	--	--	--	--	--	--	--	P	A(R)	P	P

P = Present A = Absent R = Represented
-- =Not yet eligible to attend

E = Excused Absence (personal illness, family emergency,
jury duty, or business necessity)

Surface Transportation Technical Committee Attendance Roster
January 2018-January 2019

STTC MEMBERS	Entity	1/26/18	2/23/18	3/23/18	4/27/18	5/25/18	6/22/18	7/27/18	8/24/18	9/28/18	10/26/18	12/7/18	1/25/19
Laura Melton	Burleson	P	P	A	P	P	A	A	P	P	A	P	P
Brian Moen	Frisco	P	P	A	P	A	A	P	A	P	P	P	E(R)
Cesar Molina, Jr.	Carrollton	P	P	A	A	A	P	A	A	P	A	P	P
Mark Nelson	Richardson	--	--	--	--	--	--	--	--	--	--	P	P
Jim O'Connor	Irving	P	P	P	P	P	P	P	P	P	P	A	P
Kenneth Overstreet	Bedford	A	A	A	A	A	A	A	A	P	A	A	A
Kevin Overton	Dallas	P	P	P	P	P	A	P	P	P	A	P	P
Dipak Patel	Lancaster	P	P	P	P	P	P	P	P	P	A(R)	A	P
Todd Plesko	DART	P	P	P	P	A	P	P	A	P	A	P	P
Shawn Poe	Richardson	--	--	--	--	--	--	--	--	--	--	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	A	P	P	P	P	P	P	A	P	P	P
Bryan G. Ramey II	Duncanville	--	R	P	R	P	P	P	P	P	P	P	P
Lacey Rodgers	TxDOT, Dallas	--	--	--	--	--	--	--	--	P	P	P	A
Greg Royster	DFW Int. Airport	A	A	P	A	P	P	A(R)	E	P	P	P	P
Moosa Saghian	Kaufman County	P	P	P	P	A	P	A	P	P	P	A	P
David Salmon	Lewisville	P	R	P	P	A(R)	P	P	P	A(R)	P	P	P
Lori Shelton	NTTA	P	P	P	P	P	P	P	P	P	P	P	P
Brian Shewski	Plano	--	--	--	--	P	P	P	P	P	A(R)	P	P
Jason Shroyer	Addison	--	--	--	--	--	--	--	--	--	--	P	A
Walter Shumac, III	Grand Prairie	P	P	P	P	P	P	P	P	P	P	P	A
Tom Simerly	Fort Worth	P	A	P	A	A	P	A	P	P	P	A	A
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	P
Angela Smith	FWTA	P	P	A	E	E	P	A	P	P	A	P	P
Chelsea St. Louis	Dallas	P	P	P	P	P	P	A	P	P	A	P	P
Cheryl Taylor	Cleburne	--	--	--	--	--	--	--	--	P	P	P	P
Caleb Thornhill	Plano	A	P	P	A	P	P	A	A	A	A	P	A
Matthew Tilke	McKinney	P	P	P	P	P	P	P	A	P	A	A(R)	P
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Joe Trammel	Tarrant County	--	--	--	--	--	--	--	--	--	--	P	P
Gregory Van Nieuwenhuize	Haltom City	P	A	P	P	A	P	P	P	P	P	P	P
Daniel Vedral	Irving	P	P	P	P	P	P	P	E	A	P	A(R)	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P
Jared White	Dallas	P	A	P	A	A	A	A	P	P	A	P	A
Robert Woodbury	Cedar Hill	P	R	P	P	P	P	P	P	P	P	P	P
John Wright	Greenville	--	--	--	A	P	P	P	P	A	A	A	P
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

P = Present A= Absent R = Represented
-- =Not yet eligible to attend

E= Excused Absence (personal illness, family emergency,
jury duty, or business necessity)

MINUTES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE January 25, 2019

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, January 25, 2019, 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: Joe Atwood, Bryan Beck, Katherine Beck, David Boski, Curt Cassidy, Ceason Clemens, Kent Collins, John Cordary Jr., Clarence Daugherty, Chad Davis, Pritam Deshmukh, Duane Hengst (representing Greg Dickens), David Disheroon, Phil Dupler, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Ricardo Gonzalez, Kristina Holcomb, Matthew Hotelling, Kirk Houser, Terry Hughes, Paul Iwuchukwu, Sholeh Karimi, Alonzo Liñán, Paul Luedtke, Stanford Lynch, Wes McClure, Laura Melton, Robert Caskey (representing Brian Moen), Cesar J. Molina Jr., Mark Nelson, Jim O'Connor, Kevin Overton, Dipak Patel, Todd Plesko, Shawn Poe, John Polster, Tim Porter, Daniel Prendergast, Bryan G. Ramey II, Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Brian Shewski, Randy Skinner, Angela Smith, Chelsea St. Louis, Cheryl Taylor, Matthew Tilke, Joe Trammel, Gregory Van Nieuwenhuize, Daniel Vedral, Carline Waggoner, Robert Woodbury, and John Wright.

Others present at the meeting were: Vickie Alexander, Amanda Allen, Nick Allen, Tom Bamonte, Berrien Barks, Tara Bassler, Carli Baylor, Natalie Bettger, Tanya Brooks, John Brunk, Ken Bunkley, Lori Clark, Eric Conner, Michael W. Copeland, Brian Crooks, Cody Derrick, David Dryden, Chad Edwards, Daniel Edwards Sr., Kevin Feldt, Brian Flood, Mike Galizio, Austin Gibson, Christie Gotti, Clint Hail, Victor Henderson, Chris Hoff, Andrew Hooker, Tim James, Anshi Jin, Mike Johnson, Dan Kessler, Ken Kirkpatrick, Chris Klaus, Kevin Kroll, Dan Lamers, Sonya Landrum, April Leger, Nancy Luong, Kazi Maina, Mindy Mize, Erin Moore, Michael Morris, Bailey Muller, Jeff Neal, Evan Newton, Johan Petterson, Daniel Poole, Chris Reed, Kyle Roy, Kathryn Rush, Samuel Simmons, Shaina Singleton, Shannon Stevenson, Brendon Wheeler, Douglas Wiersig, Amanda Wilson, Brian Wilson, Jing Xu, and Kate Zielke.

1. **Approval of December 7, 2018, Minutes:** The minutes of the December 7, 2018, meeting were approved as submitted in Reference Item 1. Jim O'Connor (M); John Polster (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
 - 2.1. **Endorsement of Regional Transportation Council Action Approving Emergency Funds for Span, Inc.:** A motion was made to endorse Regional Transportation Council approval to utilize up to \$160,000 in existing revenue previously approved for transit to be allocated to Span, Inc. to continue providing critical services for seniors and persons with disabilities. Action also included approval to transmit Regional Transportation Council policy directives to Span on the one-time funding and transit institutional review and to revise administrative documents as appropriate to incorporate the project. Details were provided in Electronic Item 2.1
 - 2.2. **Endorsement of Regional Transportation Council Action Approving Alliance Link Funding to Trinity Metro:** A motion was made to endorse Regional Transportation Council approval to utilize up to \$500,000 in existing Regional Toll Revenue funds previously approved for transit to continue enhanced connectivity between the Fort Worth Alliance area and potential employee pools in Fort Worth, Denton, and surrounding areas. Action also included approval to revise administrative documents,

as appropriate, to incorporate the project. A copy of Trinity Metro's request, along with the North Central Texas Council of Governments' response was provided in Electronic Item 2.2.1. Additional details were provided in Electronic Item 2.2.

- 2.3. FY2018 and FY2019 Unified Planning Work Program Modifications: A motion was made to recommend Regional Transportation Council approval of modifications to the FY2018 and FY2019 Unified Planning Work Program provided in Electronic Item 2.3.1. Action also included a recommendation to the Regional Transportation Council to direct staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications. Additional information was provided in Electronic Item 2.3.2.

A motion was made to approve the items on the Consent Agenda. John Polster (M); Mark Nelson (S). The motion passed unanimously.

3. **Performance Measures Target Setting: Roadway Safety and Transit Asset**

Management: Kevin Kroll presented recommendations for Roadway Safety performance measures target setting. Background information regarding federal performance target requirements was provided. In December 2017, the Regional Transportation Council (RTC) approved the 2018 performance targets for both Roadway Safety and Transit Asset Management. At that time, a regional safety position was established stating that even one death on the transportation system is unacceptable. Regional performance-based planning efforts were highlighted, which are incorporated into the daily planning process that guides project selection and funding allocations. Mr. Kroll noted that there are five Roadway Safety performance targets required by the Federal Highway Administration (FHWA). These include the number of fatalities in motor vehicle crashes in a calendar year, the rate of fatalities per 100 million vehicle miles traveled (VMT), the number of people who experience at least one serious injury in a motor vehicle crash in a calendar year, the rate of serious injuries per 100 million VMT, and the number of bicycle and pedestrian serious injuries and fatalities that involve a motor vehicle during a calendar year. Targets are based on a rolling five-year average. The Texas Department of Transportation (TxDOT) Safety performance targets were established using a data driven, multi-year collaborative process in which it reached out to stakeholders statewide in each of the four "Es" of safety: engineering, enforcement, emergency response, and education. The stakeholder consensus was that a 2 percent reduction by 2022 was achievable. A snapshot of the Safety performance targets approved last year by the RTC regionally and put forth by TxDOT statewide, as well as upcoming 2019 projections were highlighted. Based on the 2019 projections, targets for the region include to decrease the expected rise in traffic fatalities to no more than 599 per calendar year, limit the expected rise in fatalities to under 0.84 death per 100 million VMT, decrease the rise of serious injuries to no more than 4,000, decrease the rate of serious injuries to no more than 5.69 serious injuries per 100 million VMT, and limit the expected rise of bicycle and pedestrian fatalities and serious injuries to no more than 583 incidents combined. He noted that these targets will be revisited on an annual basis. He also noted that at its February meeting, the RTC will be asked to adopt a resolution affirming the regional safety position with the aspirational goal that even one death on the transportation system is unacceptable and to affirm North Central Texas Council of Governments (NCTCOG) support for TxDOT Safety performance targets for 2018-2022. Mr. Kroll noted that the target setting deadline for Roadway Safety is February 27. The first biennial reporting period that will be required will start in 2020 when NCTCOG will report on actual observed 2018 data. Until that time, staff will continue to focus on implementing and funding safety improvement projects.

Jing Xu provided an overview of the recommendations for Transit Asset Management regional targets. She noted that the region has a variety of transit assets that are critical in connecting people to their life essential opportunities in the region. The RTC's primary emphasis area is rolling stock (transit vehicles) and infrastructure (rail track). For all categories (rolling stock, infrastructure, equipment, and facilities), targets were adopted as zero for each of the metrics. Fiscal Year (FY) 2017 rolling stock performance compared to the FY2018 targets were highlighted. Ms. Xu noted that the 2017 performance measures were developed using National Transit Database data, and that 2018 data is not yet available. The performance of infrastructure, equipment, and facilities will be available starting in 2018 when reporting on the condition of those transit asset categories became mandatory. Ms. Xu also noted that the RTC will be asked to reaffirm its position for the Transit Asset Management targets through adoption of a resolution. The components include to affirm Transit Asset Management targets for 2018, as well as to adopt the 2019-2022 Transit Asset Management targets to be the same as the 2018 targets. In addition, staff will continue to coordinate with transit providers to develop consistent transit asset management definitions and targets, as well as the potential implementation of enhanced performance measures for the region's transit system. Details were provided in Electronic Item 3. A motion was made to recommend Regional Transportation Council approval to adopt and reaffirm the positions for Roadway Safety targets and projections, reaffirm NCTCOG support for TxDOT's Safety performance targets for 2018, support for 2019-2022 targets, and reaffirm the regional safety position that even one death is unacceptable. In addition, the action included a recommendation for Regional Transportation Council approval to reaffirm Transit Asset Management regional targets for 2018 and to adopt the 2019-2022 Transit Asset Management targets to be the same as the 2018 targets. Action also included a recommendation to the Regional Transportation Council to adopt resolutions that document compliance with federal requirements for both Roadway Safety and Transit Asset Management performance measure targets. Caesar Molina Jr. (M); John Polster (S). The motion passed unanimously.

4. **Director's Update:** Michael Morris discussed the federal government shut down and Transportation Department efforts to prioritize the payment of invoices until federal offices are reopened. He highlighted a recent trip to Brownsville, Texas to discuss the structure of metropolitan planning organizations (MPOs) and its interest in joining together three small MPOs. The discussion included minimizing equity concerns, accounting systems, funding distribution, rotating officers, and others. He also provided a summary of a presentation to transportation entities in the Chicago region regarding tolled managed lanes. Information included the performance measures of tolled managed lanes, their evolution over time, and examples of dynamically priced facilities for guaranteed transit. Regarding US 75 Technology Lanes, he noted that staff is down to one option for implementation and is working with the Texas Department of Transportation district and Collin County on public outreach efforts. Mr. Morris also highlighted the initial list of non-legislative policy priorities for the Regional Transportation Council (RTC) to consider in 2019. The proposed priorities include high-speed rail engineering and planning, public transit engineering and planning, tolled facilities, technology advances, and preparation for the next Amazon-type project in the region. Regarding high-speed rail, the Tier 2 environmental review is currently underway for the Dallas/Arlington/Fort Worth project. He noted that coordination will continue with the Federal Transit Administration once the federal government reopens on the best mechanism and which federal agency should oversee expenditures on the project. In addition, North Central Texas Council of Governments staff has procured a consultant for the Tier 1 environmental review of the project from Fort Worth to Laredo. He noted that staff remains positive that a Tier 2 environmental approval will be received for the Dallas to Houston project. The second initiative is public transit engineering and planning. He discussed

various transit efforts in the region such as the institutional mechanism to address transit in Collin County, potential transit options to address the increase of employment and lack of housing in southern Dallas County, and transit options in Tarrant County. He noted another area of transit focus is related to social services. The Regional Transportation Council previously approved approximately \$1 million for a transit voucher program to provide assistance to access jobs, daycare, doctor's appointments, and other similar services. To date, a viable long-term solution has not been developed. In addition, he discussed the importance of first/last miles nodes of transit. Examples of areas with this need include the hospital districts in Fort Worth and Dallas, Frisco, west Plano, the intermodal hub in Dallas, the Alliance area, and others. The final transit focus is passenger rail/freeway interfaces. He discussed the importance of coordinating passenger rail and freeway interfaces to avoid the potential need to reconstruct in the future. Mr. Morris noted that the third initiative for 2019 is the future of toll roads and tolled managed lanes, specifically how to proceed in the current tolling climate. The fourth initiative is technology advances in the region as options to solve mobility and first/last mile connections. Examples include autonomous vehicles, next generation people mover systems, technology-based transit, and technology-based carpooling. The final initiative is how the RTC may play a more active partnership role to help prepare the region for the next Amazon-type selection in the region. Alonzo Liñán asked what the region might not have done well regarding Amazon. Mr. Morris noted that entities in the community speaking with business prospect often do not have the benefit of the knowledge had by transportation experts regarding transportation advantages available in the region.

5. **Legislative Update:** Rebekah Hernandez provided an update on federal and State legislative actions related to transportation and air quality issues affecting the Dallas-Fort Worth region. She noted that a copy of the Regional Transportation Council (RTC) Legislative Program for the 86th Texas Legislature was provided in Electronic Item 5.1, and the 2019 RTC Principles for the Federal Surface Transportation Authorization was provided in Electronic Item 5.2. Regarding the federal legislative update, she noted that just prior to the meeting a three-week agreement was reached that extends funding and allows the federal government to reopen through February 15. Details were not available, but she noted that additional information would be provided in the weekly email update to members. In addition, she noted that the President has nominated Nicole Nason for Federal Highway Administrator, but the nomination must still be confirmed by the Senate as well as the nomination for FTA and NHTSA administrators. The FAA Administrator post remains vacant. The 116th Congress convened on January 3 and new committee chairs and ranking members have been announced. North Texas members include Representative Eddie Bernice Johnson as the new Chair of the House Science Committee and Representative Kay Granger as the new ranking member of the House Appropriations Committee. Regarding the 86th Texas Legislature, the session began on January 8 and over 2,000 bills have been filed to date. An estimated 6,000 bills will be filed by the deadline of March 8, and approximately 25 percent are typically approved. She noted the last day of the session was May 27, and that weekly email updates will be provided to members. Ms. Hernandez noted that the House and Senate released committee assignments earlier than usual and members from North Texas were highlighted. Regarding the statewide budget, she noted that the Senate and House have both filed their versions of the bill which differ by approximately \$4 billion, primarily related to education. Both include similar amounts for transportation funding, include Proposition 1 and Proposition 7, and also include TERP funding. However, LIRAP/LIP funding is included in the House bill but not the Senate version. Ms. Hernandez highlighted the RTC legislative program which includes to actively seek and support legislation to meet transportation and air quality needs, and well as support progress towards transportation and air quality during recent legislative sessions

and for other transportation topics of interest that may be addressed in proposed legislation. Bill topics of interest that staff is monitoring includes air quality specifically related to LIRAP, LIP, and TERP, tolling, transportation revenue, the Economic Stabilization fund, safety such as cell phones and red light cameras, technology related to autonomous vehicle and drones, transit, and high-speed rail. She noted that bills will begin to move more quickly since committee assignments have been made. Clarence Daugherty asked if the bills filed to date on tolls and high-speed rail are all negative. Ms. Hernandez noted that bills filed to date do not support the RTC legislative program.

6. **Federal-State Partnership for State of Good Repair Program Grant:** Jing Xu presented information on the Federal-State Partnership for State of Good Repair Program funding opportunity. In November 2018, the Federal Railroad Administration (FRA) announced a Notice of Funding Opportunity for capital projects to replace, repair, or rehabilitate qualified railroad assets to reduce the state of good repair backlog and improve intercity passenger rail performance. A copy of the noticed was provided in Electronic Item 6. Approximately \$272 million is available, and applications are due March 18, 2019. Four types of projects are eligible: 1) replace existing assets in-kind, 2) replace existing assets with assets that increase capacity or provide a higher level of service, 3) bring existing assets into a state of good repair, and 4) ensure that service can be maintained while existing assets are brought to a state of good repair. Preference will be given to joint applications and applications with 50 percent or greater non-federal match from multiple sources, as well as meeting the key objectives of the US Department of Transportation. Key objectives include supporting economic vitality, leverage federal funding, prepare for future operations/maintenance costs, innovative approaches to safety and project delivery, and accountability. With these considerations, the North Central Texas Council of Governments (NCTCOG) is working with regional partners to identify a candidate regional project, the Trinity Railway Express Corridor State of Good Repair Improvements. This project is being considered based on its strong regional interests and well-established partnership through recent or concurrent discretionary grant project submittals, shared corridor of intercity passenger rail and commuter rail, and potential project components related to improvement on railroad assets state of good repair, corridor capacity, system performance, and safety. The project location was highlighted. As mentioned, NCTCOG staff and transit agencies, Dallas Area Rapid Transit, Trinity Metro, and a private freight rail operator are working together to determine a list of the potential project components and staff expects to provide a finalized list of components to the Committee in February for review. The schedule for this effort was highlighted, which includes a request for Committee action in February, RTC action in March, and endorsement by the Executive Board in March. A copy of the Notice of Funding Opportunity was provided in Electronic Item 6.
7. **Policy Position on Communication with Tribal Nations:** Kate Zielke provided an overview of a draft Regional Transportation Council policy position to support communication with tribal nations. A number of federally recognized tribal nations have historic, cultural, and environmental interest in the Dallas-Fort Worth region and some of these nations have members who live in the region. Staff is proposing a policy for communication with tribal nations. This draft policy, included in Electronic Item 7.2, supports goals for communication with tribal nations. These include developing mutual respect, building communication channels, ensuring two-way dialogue, and identifying and engaging early transportation planning opportunities prior to decision making. A number of authorities require federal agencies to consult with tribal nations. These include the US Constitution, the National Historic Preservation Act, the National Environmental Policy Act, and others. Additional information about the various authorities is available in the link provided in Electronic Item 7.1. Staff has identified a number of tasks to support these federal efforts.

These include providing technical assistance that can help the nations participate more actively in transportation planning. Staff also hopes to engage the tribal nations through their preferred communication, including in person dialogue and written correspondence, and to develop a document or plan that provides strategic direction and outlines communication and coordination protocols with the input and collaboration of tribal nations. As nations are interested, formal agreements for coordination with interested tribal nations may also be established. Staff training is also planned on how to communicate respectfully and effectively. These types of activities are taking place across the nation. An example was provided in which the Texas Department of Transportation is working with tribes to develop an interpretive panel in Ellis County with input from tribal nations.

8. **2019 Infrastructure for Rebuilding America Discretionary Grant Program:** Jeff Neal presented information on the 2019 Infrastructure for Rebuilding America (INFRA) Discretionary Grant program authorized under the Fixing America's Surface Transportation Act. Approximately \$855 million-\$902.5 million in Fiscal Year (FY) 2019 is available nationwide. A copy of the Notice of Funding Opportunity was provided in Electronic Item 8.1. Key program objectives include supporting economic vitality at the national and regional level, leveraging federal funds, deploying innovative technology or delivery or financing approaches, and holding grant recipients accountable for their performance. Eligible applicants and projects were highlighted, which are similar to previous years, as well as the minimum project limits and rural project allocation. FY2019 INFRA grant funds must be obligated by September 30, 2022, and project construction must begin by March 30, 2024. Merit criteria includes support for national or regional economic vitality, leveraging of federal funds, potential for innovation, performance and accountability, project readiness, and large/small project requirements. The regional project selection methodology was also highlighted. Staff will select projects in both the east and west subregions, consider project readiness and prioritization, evaluate projects with partnership opportunities, review results and feedback from recent discretionary grant project submittals, consider locations with potential to maximize nonfederal revenue leverage, identify projects with exposed corridor segments or advance phasing options, and also consider projects with significant economic development opportunities. He noted potential freight/passenger rail integration projects along the Burlington Northern Santa Fe rail line in Irving and Carrollton, as well as the project discussed earlier in the agenda to expand passenger service on the on the Trinity Railway Express corridor as well as limit interruptions to allow for greater movement of freight. Regarding potential roadway projects, several options were discussed and include the DFW Connector North Airport Interchange, IH 30 Dallas/Tarrant County Cooper Street to SH 161/PGBT, IH 30 Rockwall County, IH 35E IH 35 W Merge Interchange, IH 820 East (ultimate phase), SH 114 main lanes from FM 156 to US 377, and SH 360 from Six Flags to Abram Street. A timeline for the effort was reviewed. He noted that due to the application deadline of March 4, 2019, Regional Transportation action would be requested at its February 14 meeting, with Committee endorsement requested later in February. Entities submitting individual projects and requesting letters of support from NCTCOG should contact Rebekah Hernandez by February 15. In addition, he noted that the Texas Department of Transportation was awarded \$65 million in FY2018 INFRA funds for the North Tarrant Express Segment 3C IH 35W project submittal. Details on the most recent discretionary grant program efforts for the region and the resulting funding decisions were provided in Electronic Item 8.2. Clarence Daugherty asked if grade separations are required to be on the National Highway System (NHS). Mr. Neal noted that in the case of INFRA, it is necessary for those road/rail separations that the roadways are on the NHS. John Polster asked what project the Texas Department of Transportation planned to submit. Ceason Clemens noted that there would be no projects from TxDOT picked in the region.

9. **Fast Facts:** Berrien Barks provided an update on the most recent High-Occupancy Vehicle (HOV) subsidy report for tolled managed lanes in the region. As of September 2018, the current subsidy paid by the Regional Transportation Council is approximately \$2.9 million. In addition, approximately \$5,000 in requests for reimbursements from vanpool users have been received as of June 2018. A copy of the near-term managed lane map, as well as a table showing the subsidy cost by corridor was provided in Electronic Item 9.1. Clint Hail noted that staff is working with State and local partners to develop a proposal for the recently announced Automated Driving System Demonstration Grants Notice of Funding Opportunity. Details were provided at www.grants.gov/web/grants/view-opportunity.html?oppld=310839. In addition, he noted that the Texas Department of Transportation has announced it is creating a Connected and Automated Vehicle Task Force, which will be a valuable resource to the region.

Jeff Neal noted that the Federal Highway Administration Transportation Asset Management Expert Task Group will hold a meeting at the North Central Texas Council of Governments (NCTCOG) February 21-22, 2019. A portion of the meeting will take place prior to the February 22 Surface Transportation Technical Committee (STTC) meeting and members were welcomed to attend.

Kathryn Rush noted that a school siting and intergovernmental coordination workshop titled Building Schools, Building Communities is scheduled for 10:30 am on February 22, 2019, prior to the STTC meeting. Agencies and communities that may have interest in improving coordination and communication with school districts were invited to attend. Flyers were distributed at the meeting containing additional information, which is also available at www.nctcog.org/schoolsiting.

Kathryn Rush also noted that many nominations are pending for the Bicycle Pedestrian Advisory Committee, and members were asked to confirm their agency representatives prior to the upcoming meeting.

Eric Conner announced that the Celebrating Leadership in Development Excellence Awards application will be open from February 4 to March 1, 2019. Public and private entities are eligible, and winners will be announced at the annual General Assembly in June. Details were provided in Electronic Item 9.2 and also in a flyer distributed at the meeting.

Bailey Muller highlighted current air quality funding opportunities for vehicles. The Environmental Protection Agency has opened its Diesel Emission Reduction Act clean diesel funding. Staff will post a survey to gain regional feedback on projects of potential focus. Additional information was provided at www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle.

Bailey Muller also highlighted upcoming Dallas-Fort Worth Clean Cities events, including a free webinar on fleet efficiencies and telematics scheduled for February 26. Members can view additional information and register online at www.dfwcleancities.org/dfw-clean-cities-meetings.

In addition, Bailey Muller noted that the Dallas-Fort Worth Clean Cities annual survey was underway and encouraged members to submit their reports by the February 15, 2019, deadline. Details were provided at www.dfwcleancities.org/annualreport.

Bailey Muller also noted that SB 898 requires all political subdivisions and universities to submit annual energy reports as well as to benchmark a 5 percent energy reduction each

year. Funds were awarded by the State Energy Conservation Office, and the North Central Texas Council of Governments Transportation and Environment and Development Departments have partnered for the Regional Energy Manager project to identify regional needs and efforts to increase reporting and efforts to reduce energy. Additional information was provided in Electronic Item 9.3.

Nancy Luong noted that comments submitted to the Texas Commission on Environmental Quality regarding the regional priorities for the \$33 million allocated to the Dallas-Fort Worth region through the Volkswagen Mitigation Trust were provided in Electronic Item 9.4.

Evan Newton provided an update on the equity percentages for the eastern and western subregion funding shares, provided in Electronic Item 9.5. He noted a slight change resulting from approval of the Strategic Partnerships Round 3 in which Regional Toll Revenue funds were transferred from the eastern to the western subregion for a City of North Richland Hills project. Resulting percentages are 30.64 percent in the west and 69.36 percent in the east.

Cody Derrick noted that on November 30, 2018, NCTCOG submitted the FY2018 Transportation Development Credit (TDC) annual report, which is a summary of TDCs used fulfilling the State-mandated requirement. During FY2018, approximately 11.9 million TDCs were awarded and 528.8 million were allocated to the region through the 2019 Unified Transportation Program. A copy of the submittal correspondence was provided in Electronic Item 9.6. In addition, Mr. Derrick noted that the Transportation Improvement Program modification deadline for the May cycle was close of business the day of the meeting.

Carli Baylor noted that minutes from the December 10-January 8 online public comment opportunity were provided in Electronic Item 9.7. No direct public comments were received for this opportunity.

In addition, Carli Baylor noted that an online public comment opportunity was currently open through February 12, 2019. Details were included in Electronic Item 9.8. She noted NCTCOG is currently seeking comments on Unified Planning Work Program modifications.

Carli Baylor also noted that a public meeting is scheduled for 2:30 pm on February 11 in the Transportation Council Room at NCTCOG. Topics will include transit, the Volkswagen Settlement, and the Title VI program. A copy of the announcement was distributed at the meeting in Reference Item 9.12.

Victor Henderson noted that the Public Comments Report, provided in Electronic Item 9.9, included general comments received from the public November 20-December 19, 2018. The most common topics included highway construction projects, the Preston Center garage, the mobility plan for midtown Dallas, and inland port transportation progress.

The current Local Motion was provided in Electronic 9.10, and transportation partner program reports were provided in Electronic Item 9.11.

10. **Other Business (Old and New):** Dan Kessler introduced new North Central Texas Council of Governments staff, Nick Allen and Shaina Singleton.
11. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on February 22, 2019, 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

March 2019

Calendar

March 1, 11 am

DRMC Meeting

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

March 6, 8:30 am

TRTC Meeting

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

March 11, 6 pm

Public Meeting

NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

March 14, 1 pm

Regional Transportation Council

NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

March 22, 1:30 pm

**Surface Transportation
Technical Committee**

NCTCOG
Transportation Council Room
616 Six Flags Drive
Arlington, TX 76011

AirCheckTexas program winding down

The AirCheckTexas Drive a Clean Machine Program will be winding down soon. The last day to submit an application for assistance with vehicle repair or replacement is April 8.

Administered by the North Central Texas Council of Governments, AirCheckTexas has helped qualifying motorists repair or replace more than 71,000 vehicles since 2002. AirCheckTexas is one of the many programs helping improve air quality of the region, which is in nonattainment for ozone and working to meet federal air quality standards.

Motorists whose vehicles failed the emissions portion of the annual State inspection within the past 30 days or are at least 10 years old are eligible for assistance if they meet the income guidelines. A family of four with an annual household income of \$77,250 or less, for example, can qualify for assistance.

The program offers residents who meet the income and vehicle requirements vouchers of up to \$3,500 toward newer, cleaner-burning vehicles and up to \$600 toward emissions repairs. The cleaner-burning cars replacing the older vehicles have led to an annual savings of 140 tons of nitrogen oxides. For more, visit www.airchecktexas.org.

Since its inception, AirCheckTexas has provided \$121 million in financial assistance to qualifying motorists in nine North Texas counties. There is \$18.3 million of dedicated funding remaining. Any money not spent will be returned to the State. The program was fully funded by the 85th Legislature in 2017, but funding was then vetoed by the governor.

The Regional Transportation Council is supporting an effort to reinstate a modernized version of the program focusing on air quality and transportation mobility. Counties would have the option to offer a similar repair and replacement program in the future, if passed.

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



Ozone season underway in North Texas



Ozone season begins March 1 and goes through the end of November. Some may be wondering what ozone season entails, and others may already know, but would like some ideas on how to help create better air quality in the region. Well, look no further.

Ozone season is the time when ground-level ozone, a common air pollutant, reaches its highest concentration. Ozone forms when volatile organic compounds combine with sunlight and intense heat. For example, pollution can occur when emissions from power plants, vehicles, dry cleaners and more are exposed to heat. The air quality index (AQI) is used to report daily air quality levels in the region to help better understand the severity of pollution and related health impacts. The AQI ranges from one to 500. The national standard is 100. The standard was created to protect human and environmental health as ground-level ozone is monitored. Any range above 100 is considered unsafe. For the current AQI in the region, visit www.airnorthtexas.org.

Breathing outdoor air could be especially dangerous for people with asthma or respiratory problems, young children or senior citizens. During days with high levels of ozone, people could experience coughing, throat irritation, chest tightening, pain, burning or discomfort when taking a deep breath, or shortness of breath. As a North Texan, stay air aware and protect your health by knowing daily air quality levels and working to reduce pollution in your area.

Consider making a few simple changes in your daily life. A great first step would be to sign up for air pollution alerts at www.airnorthtexas.org/signup to stay informed about the AQI. When the index is orange, red or purple, it can be unsafe for most groups to go outside. When the index is green or yellow, the air is safe for most groups. Other ways to combat high ozone include reducing idling, carpooling, taking your lunch to work and conserving water and electricity. For more clean air action ideas visit <https://www.airnorthtexas.org/howto>.

Friday, June 21, 2019 is Clean Air Action Day. Consider doing at least one thing on this day to improve air quality. Share your actions on social media by including #CAAD2019 on your post or tagging @NCTCOGtrans. You may even be able to win a prize! Visit www.airnorthtexas.org/cleanairactionday for a list of clean air choices you can make on this day and submit the choice you plan to make.

Regional energy feedback requested

NCTCOG is asking member governments to identify the region's most crucial energy management needs and to prioritize the development of appropriate resources. To assist local governments in this effort, NCTCOG is requesting feedback via an online survey to develop region-wide energy efficiency workshops and resources as part of a Regional Energy Manager Project. To access the survey, visit www.surveymonkey.com/r/NorthTexasEnergySurvey. The goal is energy efficiency, as required by a law approved during the 82nd Texas Legislature. Under Senate Bill 898 political subdivisions, institutes of higher education and state agencies in nonattainment areas or affected counties must set goals to reduce energy consumption by at least 5 percent each year and to report the goal and energy use to the State Energy Conservation Office.

TECHNOLOGY

DART GoPass offers new trip-planning features

Dallas Area Rapid Transit's GoPass users are enjoying new ways to plan the trips they want the way they want them with new real-time trip-planning tools and mobility choices.

GoPass gives customers mobile ticketing for transit throughout North Texas including DART, Trinity Railway Express, Trinity Metro and the Denton County Transportation Authority.

GoLink, DART's on-demand shuttle service, is now integrated into DART's GoPass app for riders in Rowlett, Inland Port and Rylie/Kleberg.

The neighborhood service is flexible and available when you need it for work or just to run errands.

For commuters that need a trip around town on a scooter, the addition of Bird locations to GoPass makes finding the closest ride quick and easy.

The newest update to GoPass also gives our customers a new way to pay for their trips with the addition of Apple Pay.

Launched in 2013, GoPass is available for free in the App Store or on Google Play.

—By Dallas Area Rapid Transit

REGIONALNews

Task force tackling UAS issues

The use of Unmanned Aerial Systems continues to grow quickly as the technology evolves. The number of UAS hobbyists is expected to grow to 2.4 million by 2022, according to the Federal Aviation Administration. This would represent more than twice as many unmanned aircraft as were in the skies in 2017.

Commercial use is anticipated to expand rapidly as well. It is expected to grow from 110,604 to 461,800 over the same five-year period. Potential commercial uses for UAS include disaster relief, medical emergencies and transportation of cargo.

NCTCOG assembled the North Texas UAS Safety and Integration Task Force to serve as an information “clearinghouse” for academia, public- and private-sector entities, and the general public. To effectively address integration issues and carry out solutions, the task force has formed working groups focused on education and public awareness, legislation, training, and integration. Each working group is responsible for identifying specific issues, providing recommendations and determining the scale of the solution, and the funding required. The working groups will:

- Create a public outreach strategy
- Explore methods to educate the public on the safe use of UAS technology in the region’s airspace
- Weigh in on industry legislative concerns
- Establish or recommend a standardized training curriculum
- Survey regional businesses on current employment needs
- Designate UAS platform test areas
- Monitor changes in laws, rules and regulations affecting the UAS industry

NASA, in collaboration with Task Force partners, will soon be testing UAS technology in the region in an effort to provide commercial operators a better understanding of the issues associated with unmanned flights in urban areas. This will be an integral step forward for concurrent manned and unmanned operations with an eye toward full autonomy. For information on the task force, including materials from past meetings, visit www.nctcog.org/trans/plan/aviation/uas.

Transportation Resources

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Facebook.com/nctcogtrans

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Twitter.com/nctcogtrans

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YouTube.com/nctcogtrans

Instagram

Instagram.com/nctcogtrans

Publications

NCTCOG.org/trans/outreach/publications.asp

Partners

Dallas Area Rapid Transit
DART.org

**Denton County
Transportation Authority**
DCTA.net

North Texas Tollway Authority
NTTA.org

**Texas Department
of Transportation**
TxDOT.gov

Trinity Metro
RideTrinityMetro.org

By the Numbers

71,000

More than 71,000 North Texas vehicles have been repaired or replaced with the help of the AirCheckTexas Program since 2002.

PUBLIC *Involvement*

Public to receive funding, AQ updates March 11

NCTCOG will host a public meeting in March to provide updates on several transportation funding programs and air quality initiatives, including the Regional Air Quality and Management and Operations Program, the Assessment Policy Program, AirCheckTexas and the 2019 ozone season. The meeting will take place at NCTCOG's Arlington offices, 616 Six Flags Drive, at 6 pm Monday, March 11.

NCTCOG helps maintain and manage funding for transportation projects in the Dallas-Fort Worth area. The Regional Air Quality and Management and Operations Program provides federal and regional funds to projects that address the region's air quality and aid in management and operations of the transportation system. The Assessment Policy Program awards federal air quality and mobility funds to projects across the region that include an economic development component. Details on both programs as well as projects being proposed for funding will be presented for public review and comment.

Additionally, staff will provide an update on the AirCheckTexas Drive a Clean Machine Program, which helps provide financial assistance to North Texans to repair and replace their vehicles. All those interested in the program are encouraged to apply, and applications will be accepted through April 8.

The meeting will also include information on the 2019 ozone season, which begins March 1 and runs through November 30. The Dallas-Fort Worth region does not meet the federal air quality standard for the pollutant ozone, and NCTCOG staff continues to implement projects and programs to improve air quality and protect public health. Finally, information on proposed modifications to the list of funded projects, electric vehicle incentives and the Regional Smoking Vehicle Program will be highlighted.

To watch the meeting online, click the "live" tab at www.nctcog.org/video. A recording of the presentations will also be posted at www.nctcog.org/input.

Prepared in cooperation with the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the Texas Department of Transportation. The contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration or the Texas Department of Transportation.