

## AGENDA

**Regional Transportation Council  
Thursday, July 11, 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 June 13, 2019, Minutes**  
 Action       Possible Action       Information      Minutes: 5  
Presenter: Andy Eads, RTC Chair  
Item Summary: Approval of the June 13, 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. **Transportation Improvement Program Modifications**  
Presenter: Ken Bunkley, NCTCOG  
Item Summary: Regional Transportation Council (RTC) approval of revisions to the 2019-2022 Transportation Improvement Program (TIP) and the ability to amend the Unified Planning Work Program (UPWP) and other planning/administrative documents with TIP-related changes will be requested.  
Background: August 2019 revisions to the 2019-2022 TIP are provided as [Electronic Item 2.1](#) for the Council's consideration. These modifications have been reviewed for consistency with the Mobility Plan, the air quality conformity determination, and financial constraint of the TIP.
- 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. Recognition of Members Concluding Service on the Regional Transportation Council (RTC): Kathryn Wilemon, Former Councilmember, City of Arlington and Charles Emery, Former Chairman, Denton County Transportation Authority
  2. Reminder that the August 8 RTC Meeting is Cancelled and the September 12 Meeting will be held at the Irving Transportation Investment Summit

3. RTC Member Representation at Events:
  - Lee M. Kleinman – Hyperloop Meeting in Washington, DC
  - Clay Lewis Jenkins, Jungus Jordan, Lee M. Kleinman, and B. Adam McGough – Opportunity Zones Roundtables
  - Ron Jensen – Appreciation for Regional Partners During Grand Prairie Remembrance of Officer A.J. Castaneda
4. Hyperloop Tour this Summer in Dallas-Fort Worth
5. Status Update and Public Hearing on Unified Transportation Program Development with the Texas Department of Transportation (TxDOT)
6. TxDOT Audit
7. Federal Transit Administration Triennial Review
8. Opportunity Zones Roundtables Meeting Hosted on Behalf of the White House Opportunity and Revitalization Council and Department of Housing and Urban Development ([www.nctcog.org/trans/quality/land-use/economic-development](http://www.nctcog.org/trans/quality/land-use/economic-development))
9. Air Quality Funding Opportunities for Vehicles ([www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle))
10. Dallas-Fort Worth Clean Cities Events ([www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings))
11. National Drive Electric Week Event – September 21, 2019 ([www.dfwcleancities.org/ndew](http://www.dfwcleancities.org/ndew))
12. Status Report on Ozone ([Electronic Item 3.1](#))
13. Parking Management Symposium ([Electronic Item 3.2](#))
14. Federal Highway Administration Shared Mobility Webinar (<https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=2076>) and Publication Featuring the North Central Texas Council of Governments ([www.planning.dot.gov/documents/regional\\_shared\\_mobility\\_planning\\_caseStudies.pdf](http://www.planning.dot.gov/documents/regional_shared_mobility_planning_caseStudies.pdf))
15. June Public Meeting Minutes ([Electronic Item 3.3](#))
16. July Online Input Opportunity Notice ([Electronic Item 3.4](#))
17. Mobility Matters (Handout)
18. Public Comments Report ([Electronic Item 3.5](#))
19. Recent Correspondence ([Electronic Item 3.6](#))
20. Recent News Articles ([Electronic Item 3.7](#))
21. Recent Press Releases ([Electronic Item 3.8](#))
22. Transportation Partners Progress Reports

1:20 – 1:30

4. **Funding Substitution for Buy America Compliance: City of Fort Worth**

<input checked="" type="checkbox"/> Action	<input type="checkbox"/> Possible Action	<input type="checkbox"/> Information	Minutes: 10
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Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Regional Transportation Council (RTC) approval will be requested for a funding substitution of federal for local funds in the amount of \$113,373 for City of Fort Worth projects awarded under the 2014 Incident Management Equipment Call for Projects.

Background: On January 8, 2015, the RTC awarded \$160,036 in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to the City of Fort Worth for incident management equipment. The City of Fort Worth purchased \$113,373 in equipment (Ford F350 Super Duty, Robotic Forensic Mapping System, and Portable Dynamic Message

Signs) for which Buy America compliance cannot be documented. The Federal Highway Administration (FHWA) requires 100 percent of all iron and steel on federal-aid projects to be of domestic origin. At the time of the award to the City of Fort Worth, FHWA was processing quarterly Buy America waivers for purchase of vehicles and similar items as no vehicles in the United States met the FHWA Buy America requirements. FHWA discontinued issuing Buy America waivers shortly after 2017 as a result of Executive Order 13788. Staff is requesting to switch out \$113,373 in CMAQ funds with RTC Local funds to eliminate any Buy America compliance issues. Additional information is included in [Electronic Item 4](#).

Performance Measure(s) Addressed:

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

1:30 – 1:40

5. **AirCheckTexas Program Close Out: Retention of Local Funds**

Action                       Possible Action               Information                      Minutes: 10

Presenter: Chris Klaus, NCTCOG

Item Summary: Staff will seek Regional Transportation Council (RTC) approval for Chair Andy Eads to transmit a letter to the Texas Commission on Environmental Quality (TCEQ) Chairman, Jon Niemann, requesting approximately \$3.8 million in innovative AirCheckTexas Program-generated revenues to remain in the region. In addition, staff will highlight compliance with closeout requirements and summarize program accomplishments.

Background: Since 2001, the North Central Texas Council of Governments (NCTCOG) has been administering the AirCheckTexas vehicle repair and replacement assistance program on behalf of nine participating North Central Texas counties. On June 28, 2019, the program officially ended with staff processing 37,843 replacements and 34,993 repairs. While administering the program, NCTCOG utilized innovative fiscal measures to maximize financial return. In addition to collecting account interest while reimbursements spent down the budget balance, a partnership with the program credit card vendor allowed monetary rebates from the large number of repair and replacement transactions. Approximately \$2.3 million and \$1.5 million has been made, respectively. [Reference Item 5](#) is a draft letter from the RTC to the TCEQ requesting that these interest and rebate dollars remain in the region for use towards remaining AirCheckTexas Program obligations (audits, file retention, data management) and additional air quality strategies.

Performance Measure(s) Addressed:

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

1:40 – 1:50

6. **Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Natalie Bettger, NCTCOG

Item Summary: Staff will request Regional Transportation Council approval of the regional application for the 2019 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program. The project is similar to the 2018 proposal, less comprehensive and with a smaller request.

Background: In May 2019, the United States Department of Transportation (US DOT) issued the announcement for the Advanced Transportation and Congestion Management Technologies Deployment Initiative to develop model deployment technologies to improve safety, efficiency, system performance, and infrastructure return on investment. Staff will propose the creation of a cloud-based, regional hub to be used for multiple disciplines. Such a foundation will be critical to utilize advanced techniques and evolving technologies.

[Electronic Item 6.1](#) and [Electronic Item 6.2](#) is a copy of the Notice of Funding Opportunity and Amendment, respectively, that details the \$60 million grant program for Fiscal Year 2019, as well as the application requirements. Applications are due to the US DOT by July 19, 2019. [Electronic Item 6.3](#) provides additional details on the proposed project.

Performance Measure(s) Addressed:

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

1:50 – 2:00

7. **FY2020 and FY2021 Unified Planning Work Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Vickie Alexander, NCTCOG

Item Summary: Regional Transportation Council approval of the proposed FY2020 and FY2021 Unified Planning Work Program (UPWP) will be requested, as well as reaffirmation of the UPWP policies contained in Exhibit I-8 of the Work Program. Direction for staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects contained in the Work Program will also be sought.

Background: The North Central Texas Council of Governments (NCTCOG) staff, in cooperation with local governments and transportation agencies, has developed the draft FY2020 and FY2021 UPWP. The Work Program is a federal requirement for NCTCOG, as the Metropolitan Planning Organization, in order to receive federal Transportation Planning Funds and identifies NCTCOG staff work activities to be performed between October 1, 2019, and September 30, 2021.

[Electronic Item 7.1](#) contains the Work Program policies that



guide the allocation of these federal Transportation Planning Funds. No changes are being proposed to these existing policies.

The draft FY2020 and FY2021 UPWP has been submitted to the Texas Department of Transportation (TxDOT) for review and comment, and information was presented at public meetings held on May 13, 2019. A copy of the draft document has also been available on NCTCOG's Website for review. [Electronic Item 7.2](#) contains additional information on the draft FY2020 and FY2021 UPWP, and a full copy of the document is located at [www.nctcog.org/trans/study/unified-planning-work-program](http://www.nctcog.org/trans/study/unified-planning-work-program). Copies of the document will also be available at the meeting or by contacting NCTCOG staff. A draft RTC resolution for action is provided in [Reference Item 7.3](#). The Surface Transportation Technical Committee took action at its June 28 meeting to recommend Regional Transportation Council approval of the proposed FY2020 and FY2021 Unified Planning Work Program.

Performance Measure(s) Addressed:

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

2:00 – 2:10

8. **Fiscal Year 2019 Better Utilizing Investments to Leverage Development Discretionary Grant Program**

Action       Possible Action       Information      Minutes: 10

Presenter: Jeff Neal, NCTCOG

Item Summary: Staff will request Regional Transportation Council (RTC) approval of projects to be submitted in the Fiscal Year (FY) 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program.

Background: In April 2019, the United States Department of Transportation (US DOT) announced the solicitation of project applications for the FY2019 BUILD Discretionary Grant Program for capital investments in surface transportation infrastructure expected to have a significant mobility and economic benefits at the local or regional level. Applications are due to the USDOT by July 15, 2019. An overview of the FY2019 BUILD Grant Program request is available in [Reference Item 8](#).

Performance Measure(s) Addressed:

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

2:10 – 2:20

9. **Metropolitan Transportation Plan Policy Bundle**

Action       Possible Action       Information      Minutes: 10

Presenter: Dan Lamers, NCTCOG

Item Summary: Staff will brief the Regional Transportation Council (RTC) on results from the third round of the Metropolitan Transportation

Plan (MTP) Policy Bundle funding opportunity, including the plan to distribute available Transportation Development Credits (TDC). The RTC will be asked for approval of a TDC distribution for successful policy bundle applicants.

Background: Recommendations in Mobility 2045 consist of policies, programs, and projects reflecting the region's priorities and supporting Mobility 2045 goals. As construction of infrastructure projects alone cannot achieve the goals of Mobility 2045, a voluntary list of policies available for adoption by local agencies was designed to encourage the development of alternative, strategic solutions. By voluntarily adopting 50 percent of these policies, participating agencies may receive TDCs to offset local funds for federal transportation projects. MTP Policy Bundle applications have been completed and reviewed. Staff will present a recommendation for distributing available TDCs to successful applicants as identified in [Reference Item 9.1](#). Additional information is provided in [Electronic Item 9.2](#).

Performance Measure(s) Addressed:

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

**2:20 – 2:30 10. Fiscal Year 2020-2022 Disadvantaged Business Enterprise Goal Update**

Action       Possible Action       Information      Minutes: 10

Presenter: Ken Kirkpatrick, NCTCOG

Item Summary: Staff will provide a summary of the current Disadvantaged Business Enterprise (DBE) Program and schedule for updating the DBE Participation Goal for FY2020-FY2022.

Background: The North Central Texas Council of Governments (NCTCOG) is required by the Federal Transit Administration to revisit its DBE Participation Goal every three years. The current DBE Participation Goal is valid until September 30, 2019. Staff has developed a schedule to meet this deadline that also encourages and provides opportunity for public participation and comment. The updated DBE goals are anticipated to be presented to the Regional Transportation Council and NCTCOG Executive Board for approval in September 2019. [Electronic Item 10](#) includes additional details.

Performance Measure(s) Addressed:

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

**11. Progress Reports**

Action       Possible Action       Information

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

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

12. **Other Business (Old or New):** This item provides an opportunity for members to bring items of interest before the group.
13. **Future Agenda Items:** This item provides an opportunity for members to bring items of future interest before the Council.
14. **Next Meeting:** The ***August 8, 2019***, Regional Transportation Council meeting ***has been cancelled***. The next meeting of the Regional Transportation Council is scheduled for ***1:00 pm, Thursday, September 12, 2019, as part of the Irving Transportation Investment Summit.***

**REGIONAL TRANSPORTATION COUNCIL**  
**June 13, 2019**

The Regional Transportation Council (RTC) met on Thursday, June 13, 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, Mohamed Bur, John F. Cordary Jr. (representing Loyl Bussell), Rickey D. Callahan, George Conley, David L. Cook, Dianne Cost (representing the Denton County Transportation Authority), Theresa Daniel, Rudy Durham, Andy Eads, Kevin Falconer, Gary Fickes, Rick Grady, Lane Grayson, Sandy Greyson, Jim Griffin, J.J. Koch (representing Clay Lewis Jenkins), Jungus Jordan, Lee M. Kleinman, David Magness, Scott Mahaffey, Curtistene McCowan, B. Adam McGough, Steve Mitchell, Stan Pickett, John Ryan, Stephen Terrell, T. Oscar Trevino Jr., William Tsao, Dennis Webb, Cheryl Williams (representing Duncan Webb), B. Glen Whitley, and Ann Zadeh.

Others present at the meeting were: Angela Alcedo, Nick Allen, Robin Ayers, Tom Bamonte, Berrien Barks, Carli Baylor, George Behmanesh, Nathan Benditz, Alberta Blair, David Boski, Tanya Brooks, Bob Brown, John Brunk, Ian Bryant, Pamela Burns, David Cain, Marrk Callier, Kristen Camareno, Molly Carroll, Angie Carson, Thad Chambers, Dan Chisholm, Ceason Clemens, Jim Coffey, Robert Costello, Mike Curtis, Clarence Daugherty, Inga Dedow, Brian Dell, Edie Diaz, Chris Dyser, Chad Edwards, Sal Espino, Todd Estes, Marcia Etie, Brian Flood, Ann Foss, Matt Gaunt, Christie Gotti, Christine Graygor, Susan Guthrie, Scott Hall, Tony Hartzel, Victor Henderson, Rebekah Hernandez, Robert Hinkle, Matthew Holzapfel, Ivan Hughes, Terry Hughes, Rashad Jackson, Tim James, Yagnesh Jarmarwala, Lyle Jenkins, Tom Johnson, Dan Kessler, Tony Kimmey, Ken Kirkpatrick, Paul Knippel, Stephen Knobbe, Kevin Kokes, Dan Lamers, Sonya Landrum, April Leger, Jade Lin, Eron Linn, Todd Little, Ramiro Lopez, Paul Luedtke, Nancy Luong, Barbara Maley, Mickey Marlow, Steve McCullough, Mickey McGuire, Craig Miser, Mindy Mize, Cesar Molina, Rebecca Montgomery, Michael Morris, Sterling Naron, Jeff Neal, Mark Nelson, Than Nguyen, Johan Petterson, Lisa Polster, Vercie Pruitt-Jenkins, Chris Reed, Karen Richard, Tito Rodriguez, Michael Rogers, Kyle Roy, Greg Royster, Steve Salin, Devin Sanders, Lori Shelton, Randy Skinner, Isaac Smith, Daniel Snyder, Shannon Stevenson, Scott Stier, Raymond Suarez, Vic Suhm, Gary Thomas, Tracy Thomas, Caleb Thornhill, Ellen Throneberry, Kimberlin To, Jonathan Toffer, Christopher Tolar, Lauren Trimble, Dan Vedral, Mitzi Ward, Karla Weaver, Chad West, Brendon Wheeler, Douglas Wiersig, Amanda Wilson, Brian Wilson, Ed Wueste, Jing Xu, and Phil Yerby.

A moment of silence was held for City of Grand Prairie police officer A.J. Castaneda.

1. **Approval of May 9, 2019, Minutes:** The minutes of the May 9, 2019, meeting were approved as submitted in Reference Item 1. B. Glen Whitley (M); Theresa Daniel (S). The motion passed unanimously.
2. **Consent Agenda:** The following items were included on the Consent Agenda.
  - 2.1. **FY2018 and FY2019 Unified Planning Work Program Modifications:** Regional Transportation Council (RTC) approval of modifications to the FY2018 and FY2019 Unified Planning Work Program, provided in Electronic Item 2.1.1, was requested. Action also included approval directing 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 2.1.2.

- 2.2. \$3 million Arlington Preliminary Engineering Study: Approval of \$3 million in Surface Transportation Block Grant Program funds for a preliminary engineering study in the City of Arlington was requested. The proposed location will be an extension of AT&T Way between Divisions and Abrams and will grade separate the Union Pacific main line. The location of the proposed improvement was detailed in Electronic Item 2.2.

A motion was made to approve the items on the Consent Agenda. Scott Mahaffey (M); Theresa Daniel (S). The motion passed unanimously.

3. **Orientation to Agenda/Director of Transportation Report:** Michael Morris thanked Trinity Metro for bring its DASH electric bus for members to view and noted that the pilot vehicle will be tested on 7<sup>th</sup> Street in Fort Worth to determine potential ridership in the area. In addition, Mr. Morris recognized Rickey D. Callahan for his service on the Regional Transportation Council (RTC). He also highlighted an upcoming meeting with the United States Department of Housing and Urban Development on opportunity zones being held at the North Central Texas Council of Governments. In addition, he noted the Attorney General has ruled for a second time that the IH 35W 3C project can proceed. Mr. Morris discussed ongoing conversations with the Texas Department of Transportation (TxDOT) regarding Unified Transportation Program (UTP) projects. Project maps were highlighted. He noted that the local TxDOT districts would be asked to provide the maps to TxDOT Austin. Projects highlighted included the DFW Connector, LBJ Express, IH 35E Express, MidTown Express, various segments of the North Tarrant Express, and IH 635 East. He discussed efforts to build a system of projects within the region and highlighted projects that will continue the system expansion. These projects included SH 170 for which a Better Utilizing Investments to Leverage Development Discretionary (BUILD) grant was recently awarded and the extension of the project through the Fort Worth bond program, improvements on the North Tarrant Express, continued discussions on additional phases of IH 35E, IH 30, the Y Connection, SH 114 and the staged construction of SH 170. Curtistene McCowan asked about the status of Loop 9. Mr. Morris noted that the frontage roads are funded and TxDOT staff are working on the purchase of right-of-way in the corridor. Air quality funding opportunities for vehicles was provided at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle) and upcoming Dallas-Fort Worth Clean Cities events were provided at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings). A status report on ozone was provided in Electronic Item 3.1, and the current Travel Demand Management Performance Report was provided in Electronic Item 3.2. Correspondence regarding the extension of TEXRail into southwest Fort Worth was provided in Electronic Item 3.3. Electronic Item 3.4 contained a funding request for a Redevelopment Master Plan for Hensley Field. May public meeting minutes were provided in Electronic Item 3.5, a June public meeting notice in Electronic Item 3.6, and Progress North Texas was distributed at the meeting. Additional copies were made available to members. 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. **Transportation Alternatives Set-Aside Program Fiscal Year 2020 Project Selection:** Kevin Kokes presented projects proposed for funding through the Transportation Alternatives Set-Aside (TA Set-Aside) Program Call for Projects. Eligible project activities included bicycle and pedestrian projects such as trails, on-street bikeways, and various safety projects that enhance bicycle and pedestrian safety. For Fiscal Year (FY) 2020, the region was apportioned approximately \$7.94 million in funding. Based on the region's equitable distribution percentages, approximately \$2.7 million was available in the western subregion and approximately \$5.24 million in the eastern subregion. Evaluation and scoring criteria requirements for applications were highlighted. Details were provided in Electronic

Item 4.1. A total of 29 project applications requesting nearly \$34 million in federal funding were received. Projects proposed for funding award in the west included two projects in the City of Grapevine: Cotton Belt Trail Segment 2 and Cotton Belt Trail Segment 1 for a total of approximately \$2.7 million. Three projects were proposed for full funding award in the east: City of Plano, Cotton Belt Trail Segment 26; City of Richardson, Cotton Belt Segment 21; and City of Dallas, Cotton Belt Trail Segments 18 and 20. For the City of Coppell Cotton Belt Trail Segment 3 project, TA-Set Aside FY 20 funds were not sufficient to fully fund the project. In addition, TA-Set Aside funds were not available to fund the Dallas County Harry Hines Multimodal Connection project which had a nearly identical evaluation score. Staff recommended that FY2021 Transportation Alternative funds be approved to fully fund the City of Coppell project and completely fund the Dallas County led project. A total of approximately \$5.24 million in TA Set-Aside funds and approximately \$3.97 million in FY2021 TA funds were proposed for the Dallas District projects. If FY2021 TA funds are not available, the projects are recommended to be back filled with Congestion Mitigation and Air Quality Improvement Program funds. Details of the recommended funding awards were provided in Electronic Item 4.1. Project funding details were provided in Reference Item 4.2. In summary, staff recommended over \$11.9 million in federal funds with local agencies contributing over \$3.1 million for a total of over \$15.1 million for new active transportation infrastructure projects. The timeline for the effort was reviewed. With Regional Transportation Council approval, staff will work with agencies to program the approved projects in the Transportation Improvement Program. A motion was made to approve the proposed list of projects to fund through the 2019 Transportation Alternatives Set-Aside Program Call for Projects as provided in Reference Item 4.2. Action also included approval to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate the changes. J.J. Koch (M); T. Oscar Trevino Jr. (S). The motion passed unanimously.

5. **Historical Joppa Neighborhood Improvements:** Jeff Hathcock presented proposed safety improvements in the historic Joppa neighborhood, located in southeast Dallas. The proposed projects support policies adopted as part of Mobility 2045 to implement bicycle and pedestrian facilities that meet accessibility requirements, to balance transportation investments across the region, and to implement programs, projects, and policies that assist in reducing serious injuries and fatalities across all modes of travel. The Joppa neighborhood is banked by the Trinity River on the east, the Miller Rail Yard on the west, and Linfield Road on the north. Loop 12 is located to the south, as well as the southern entrance into the neighborhood. The Union Pacific railroad has funded, and nearly completed, the construction of a new bypass track through the Miller Yard. Currently, there is an at-grade crossing at Linfield Road, as well as an elevated grade-separated crossing directly above it. The at-grade crossing is a potential safety concern because of the obstructed sight lines that could be caused by the varying speeds of the moving trains through the bypass track and rail yard. North Central Texas Council of Governments staff has coordinated with the City of Dallas since 2016, with the City of Dallas proposing that the Linfield Road at-grade crossing be closed based on neighborhood feedback. Closing the at-grade crossing requires the construction of a pedestrian bridge since the vehicular bridge has no passenger American with Disabilities Act amenities. Proposed improvements included: a pedestrian bridge over the rail line adjacent to Linfield Road, Loop 12 intersection roadway improvements on the southern end of the neighborhood in conjunction with sidewalk improvements on Loop 12, as well as discussions with the Texas Department of Transportation (TxDOT) on the Loop 12 improvements. A total of \$8 million in Congestion Mitigation and Air Quality Improvements Program funds were proposed for both the pedestrian bridge and Loop 12 improvements. The City of Dallas and TxDOT will provide the local match for the projects. A motion was made to approve the funding



recommendations identified in Reference Item 5 and for staff to amend the Transportation Improvement Program/Statewide Improvement Program and other administrative/planning documents to include the recommended projects and funding. Lee M. Kleinman (M); Theresa Daniel (S). The motion passed unanimously.

6. **Clean Fleets North Texas 2019 Call for Projects:** Lori Clark presented the proposed Clean Fleets North Texas 2019 Call for Projects. The North Central Texas Council of Governments recently was awarded approximately \$1.1 million from the Environmental Protection Agency (EPA) under the National Clean Diesel Funding Assistance Program. She noted that since the mail out, staff has learned that remaining funds from 2017 have increased to \$847,224. Staff proposed to add these remaining funds for a total of at least \$1,957,574 available for this call for projects. This amount could increase if additional funds from the Texas Commission on Environmental Quality Supplemental Environmental Project are received during this call for project to avoid issuing a separate call for the funds. The award includes approximately \$40,000 for staff administration of the call for projects. Air quality benefits from projects implemented with this funding are anticipated at 30.5 tons of nitrogen oxides (NO<sub>x</sub>) reduced. Eligible activities include the replacement of model year 1996-2006 on-road diesel vehicles 16,001 pounds and over (other model years eligible on a case-by-case basis) and non-road diesel equipment that is operated over 500 hours per year. Costs are refunded at between 25-45 percent based on the emission standard of the new item purchased. Ms. Clark also reviewed the proposed eligibility and selection criteria, detailed in Electronic Item 6. Entities must have adopted the Clean Fleet Policy. To reduce risk and administrative burden, a minimum subaward of \$100,000 was proposed. Applications will be scored based on the cost per ton of NO<sub>x</sub> reduced (75 percent), as well as on risk and oversight criteria (25 percent). A brief comparison of this program's eligibility versus Volkswagen funding eligibility was provided. The timeline for this effort was highlighted. Of note, the call for projects is anticipated to open on June 14, 2019, and close on September 6, 2019. The Regional Transportation Council (RTC) will be asked to act on the proposed projects at its December 2019 meeting. RTC Vice Chair Andy Eads asked how staff advertises calls for projects. Ms. Clark noted that staff sends direct communication to mayors, city managers, county commissioners, school district officials, and fleet managers on file. Theresa Daniel asked if the notices are sent to purchasing agents or similar city/county staff. Ms. Clark noted that those type of contacts were not included, but that a notification could be provided by email. Since the meeting, staff has confirmed that correspondence was sent to purchasing agents and similar financial staff as part of this effort. A motion was made to approve the Clean Fleets North Texas 2019 Call for Projects details, the integration of any funds released from previous call for projects, the inclusion of Texas Commission on Environmental Quality SEP funds received for award to school bus projects, eligibility screens, and selection criteria. Action also included approval of the proposed timeline, flexibility to reopen the timeline if needed to fully award funds, and the option to relax the minimum subaward requirement, if needed. Jungus Jordan (M); Andy Eads (S). The motion passed unanimously.
7. **Legislative Update:** Rebekah Hernandez provided an update on federal legislative actions. In April, President Trump and Democratic Congressional leaders met and agreed to work toward a bipartisan infrastructure bill. Funding/financing mechanism discussions were anticipated but did not occur. She noted that Congress has since indicated that it plans to continue to pursue surface transportation reauthorization. Meanwhile, the House Appropriations Committee approved the FY2020 Transportation-Housing and Urban Development bill that provides \$25.3 billion to the United States Department of Transportation (US DOT). Most programs were funded at FY2019 levels. One amendment approved urges the DOT to work with states, local governments, and metropolitan planning organizations to identify the most efficient use of curb space, including pick-up and drop-off zones for passengers and freight. The bill is expected to go to the full House as part of a

larger appropriations bill. Ms. Hernandez also provided an update on the Texas Legislature. State lawmakers approved the State budget at \$250.7 billion for FY2020-FY2021, which is an increase of almost 16 percent. Transportation funding remains the same at \$31.1 billion for the Texas Department of Transportation (TxDOT) which does include Proposition 1 and Proposition 7 funds. An additional \$125 million was included for areas of oil and gas production through a county grant program. Also, the Texas Commission on Environmental Quality (TCEQ) budget includes funding for the Texas Emissions Reduction Plan (TERP) at \$154.7 million. No funding was included for LIRAP/LIP in the budget, and the overall bill that would have updated the program was not passed, ending the program. Bill topics of interest were highlighted. No high-speed rail bills passed, including the harmful budget rider. No harmful tolling bills were approved, and no new Comprehensive Development Agreement authority was approved. Toll bills on financial reporting and invoicing were the only approved. Related to revenue, SB 69 was approved and allows the Comptroller to invest a portion of the Rainy Day fund but also removes the legislative committee that was used to determine the sufficient balance process. Also approved was SB 962 that extends Proposition 1 by 10 years to 2034. HB 4280 amends the Country Transportation Infrastructure Fund Grant Program for areas of oil and gas production, and HB 3745 creates a TERP trust fund account that allows TCEQ to spend TERP funds outside of the legislative appropriations process. Miscellaneous approved bills were also highlighted and included SB 282 that requires TxDOT to allocate liquidated damages paid by contracts for project delays to affected districts, HB 1631 that prohibits red light cameras, HB 2830 that increases the number of design build contracts TxDOT may enter into each biennium from three to six, and HB 3082 that restricts unmanned aircraft operations over military installations. Staff will monitor the veto deadline and develop a summary of bills. This summary will be emailed to members and posted on the website in July.

8. **Fiscal Year 2019 Better Utilizing Investments to Leverage Development Discretionary Grant Program:** Jeff Neal presented the Fiscal Year 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program recently announced by the United States Department of Transportation (US DOT). A total of \$900 million is available nationwide for FY2019. No more than \$90 million may be awarded to a single state. The maximum grant award is \$25 million, with a minimum of \$5 million for urban areas and \$1 million in rural areas. Up to 50 percent of the funding is intended for projects in rural areas. The maximum federal cost share for the program is up to 80 percent in urban regions and up to 100 percent in rural areas. The application submittal deadline is July 15, 2019, and project awards are anticipated to be announced by November 12, 2019. Funds must be expended by September 30, 2026. The Notice of Funding Opportunity that details the discretionary grant program is available at [www.transportation.gov/sites/dot.gov/files/docs/policy-initiatives/build/114796/fy-2019-nofo-final-signed.pdf](http://www.transportation.gov/sites/dot.gov/files/docs/policy-initiatives/build/114796/fy-2019-nofo-final-signed.pdf). Mr. Neal highlighted the merit criteria to be used for the selection of projects proposed for the application. These include safety, state of good repair, innovation, partnership projects, project readiness, benefit-cost analysis, and others. In addition, the methodology for regional project selection was highlighted. Efforts will focus on projects in both the eastern and western subregions, projects with potential partnership opportunities, consideration of recent project submittals, existing project commitments, and those with significant economic development opportunities or that address transportation performance targets. Based on conversations with partners, likely project submittals will be one rail and two roadway projects. Previous discretionary grant program project application submittals were highlighted, as well as the BUILD 2018 award for Haslet Parkway and the Infrastructure for Rebuilding America 2018 award for the North Texas Express 3C (IH 35W) project. Mr. Neal presented the potential project application candidates. The proposed rail project consists of three components (including components from the east and west) from the North Texas MOVES Program: 1) Trinity Railway Express (TRE) double track from Medical Market Center to Stemmons

Freeway, 2) TRE double track near the Trinity Lakes Station, and 3) implementation of ClearPath Technology. Local government approvals have been obtained/confirmed for the project components. On the roadway side, Texas Department of Transportation and North Central Texas Council of Governments staff have coordinated and identified three total roadway project candidates, two in the east one in the west. Potential roadway project candidates include US 80 reconstruction in Mesquite (IH 635 to Belt Line Road) or US 75/Ridgeview Dr. Interchange in Fairview and US 75 Technology Lanes extension to Sam Rayburn Tollway in the east, and SH 114 frontage roads gap project in Southlake/Trophy Club/Westlake (FM 1938 to Dove Road) in the west. Mr. Neal noted project funding sources, amounts, and grant requests were yet to be determined and would be presented next month. A timeline for the effort was highlighted, with RTC action to be requested on July 11, 2019. Local governments requesting letters of support were asked to contact staff by June 28, 2019.

9. **Virgin Hyperloop One:** Michael Morris provided an update on hyperloop technology efforts within the region and the State. Details of the meeting with hyperloop engineers were highlighted. He noted recent inquiries as to whether the hyperloop discussion is holding up high-speed rail environmental efforts between Dallas and Houston. Although the environmental review of the corridor has been lengthy, there is no interest in hyperloop from Dallas to Houston so there should be no impact. North Central Texas Council of Governments (NCTCOG) staff is committed to high-speed rail between Dallas and Houston and will do everything needed to get the environmental clearance approved and to finalize other legal elements before the next legislative session. There is interest in the feasibility of hyperloop technology in the corridor connecting Dallas, Arlington, and Fort Worth. Previously approved funds can now proceed for the two-phase effort, and the technology to be used in the corridor will be known before the environmental study begins. There is also interest in hyperloop technology in the potential corridor between Fort Worth and Laredo, and members will be invited to stakeholder meetings scheduled in the region. These initiatives will help complete the State vision to have high-speed rail or hyperloop technology from Houston to Dallas, over to Fort Worth, and down to Laredo. Mr. Morris also discussed new components related to hyperloop. He noted that Virgin Hyperloop One will be holding a meeting in Washington to discuss areas in the United States in which it may be interested in implementing its technology. Lee M. Kleinman has been asked to represent the Regional Transportation Council at the meeting and NCTCOG staff will also attend. Secondly, Virgin Hyperloop One would like to tour its vehicle potentially in the regions of interest. NCTCOG is negotiating an option for the Dallas-Fort Worth region. This will be a public display of the vehicle for the public and will also include meetings with policy officials regarding interest in the technology. The third component is Virgin Hyperloop One's interest in construction of a certification facility in the Dallas-Fort Worth region. NCTCOG staff are working with Virgin Hyperloop One about the option to build the certification facility in the permanent east to west corridor, if in fact the hyperloop technology is chosen for the Dallas to Fort Worth rail. Its secondary use could be a maintenance facility that connects to the main corridor. He noted no discussions have occurred regarding funding this effort and members would be provided additional information in the future. Glen Whitley noted previous discussions regarding accessibility for the Dallas to Fort Worth project and that the stations should not be exclusive to only one type of technology. Mr. Morris noted the interlocal agreement with Texas Central Partners states that if high-speed rail is extended from Dallas to Fort Worth, there will be a cross-platform transfer if the technologies are not the same. Assurances have been made that geometrically the train would have the ability to leave the Dallas station, travel to Fort Worth, and then travel south. He clarified that all potential location options must be considered as part of the environmental process. There has been increased interest in extending high-speed rail from Dallas to Fort Worth, which will include the Regional Transportation Council's position of a one-seat ride. Theresa Daniel asked about a

recent article regarding the addition of a new terminal at the Dallas Fort Worth International Airport and how that fits in with the ideas discussed. Mr. Morris discussed the new terminal, as well as the purpose of having an Arlington station which is to have north/south access into the airport.

10. **SH 360 Partnership Update:** Michael Morris presented an update on the SH 360 project implemented in partnership with the North Texas Tollway Authority (NTTA) and the Texas Department of Transportation (TxDOT). The project was constructed by TxDOT and is nearing transfer to NTTA. NTTA currently operates the facility from Green Oaks to US 287. The Regional Transportation Council (RTC) holds the financial risk for the project by backstopping the \$300 million loan to TxDOT. To date, there have been over 10 million transactions on the corridor and a 74 percent toll tag penetration. In addition, Mr. Morris discussed the decision by the mayors of Arlington, Grand Prairie, and Mansfield to use trailblazing signs in the corridor versus mass signage. NTTA Chairman Kenneth Barr took a leadership position to pilot test wayfinding signs within the NTTA facility. Mr. Morris also discussed the decision during the project negotiations to build the ultimate intersection enhancements and front road improvements as part of the original contract. North Central Texas Council of Governments (NCTCOG) staff are completing simulations for options to build direct connections from SH 360 to SH 161 or other solutions on IH 20 to resolve the weaving movements in the area. Details will be presented at a future meeting. In addition, NCTCOG staff are monitoring the SH 360/US 287 Interchange to determine when the addition of direct connections is warranted. Discussion continued regarding interest in extending the corridor south. Details were provided in Electronic Item 10.
11. **United States Army Corps of Engineers Stormwater Project:** Michael Morris presented an overview of a partnership approach to incorporate stormwater infrastructure planning as a component of regional transportation planning. A working group of partners and stakeholders will be created to carry out a comprehensive planning effort in Wise County and portions of Dallas, Denton, Ellis, Johnson, Parker, and Tarrant counties. This will include federal, State, and local agencies outlined in Electronic Item 11. The goal of the partnership is to prevent flooding resulting from stormwater runoff in rural parts of region, as well as downstream flooding on the Trinity River in downtown Fort Worth and Dallas. Initial discussions have been presented to Congresswoman Eddie Bernice Johnson and Congresswoman Kay Granger who have requested that a presentation be given to the Congressional Delegation to determine feasibility of a national protocol for stormwater prevention. Details of the project study area were highlighted. Proposed efforts include transportation infrastructure such as bridge structure elevation, culvert diameters, the use of green parkways for water detention, and others. Related to safety, partners will discuss the use of technology to route away from low-water crossings. In addition, is important to prioritize the mitigation of known low-lying facilities over time and implement project updates. For stormwater, efforts will be focused on minimizing runoff, reducing downstream flooding, and creating detention areas. Environmental features to address stormwater runoff may include tree farms that could be intentionally saturated or options to filter stormwater for use in recharging aquifers. Mr. Morris also noted that within transportation, wetland and stream bed mitigation is needed and that there may be an opportunity to integrate mitigation banking into this effort. There may also be an opportunity to use environmental stewardship as a revenue element such as encouraging the private sector to participate in mitigation banking. The project is estimated at \$10 million. The Federal Emergency Management Agency is looking at revenue within its organization that may be available for this effort, and the Regional Transportation will be asked to contribute \$3 million through the Unified Planning Work Program budget. Congress currently provides funding to federal agencies with flexibility to be used for this purpose, and this effort will give an opportunity to use a portion of the funds for prevention. Mr. Morris noted that these and many other details will be part of the discussion as the partnership is developed.

12. **Draft FY2020 and FY2021 Unified Planning Work Program:** Dan Kessler presented a summary on the development of the proposed FY2020 and FY2021 Unified Planning Work Program (UPWP). Development of the document is one of five actions required of the Metropolitan Planning Organization (MPO) by the federal government. The UPWP summarizes all activities to be carried out by the MPO utilizing federal Transportation Planning Funds over the specified timeframe, as well as other funding sources from various State and federal organizations. The draft FY2020 and FY2021 UPWP is a snapshot in time of the planning efforts known as of June 1, 2019. Modifications are considered by the Regional Transportation Council through quarterly amendments. The document addresses regional and local issues and allocates the funds to specific projects under five major tasks. A copy of the draft document is available online for review at [www.nctcog.org/trans/study/unified-planning-work-program](http://www.nctcog.org/trans/study/unified-planning-work-program). He noted that a significant portion of the document addresses North Central Texas Council of Government technical assistance requests received by local agencies as part of the development process. For the draft FY2020 and FY2021 UPWP, a total of 41 project submittals were received from 16 agencies. Of the 41 projects, 30 projects were recommended for inclusion in the document and 11 projects were not recommended. Some of the major planning initiatives contained in the draft document were highlighted, including monitoring of the Metropolitan Transportation Plan, the 2021-2024 Transportation Improvement Program, data collection/travel model enhancement, automated vehicle technology, high-speed rail, bicycle/pedestrian plans, regional transit planning assistance, innovative transportation initiatives the Harry Hines Boulevard Corridor Study, the McKinney Avenue Trolley extension, and others. Mr. Kessler provided a summary of the federal Transportation Planning Funds for the draft FY2020 and FY2021 UPWP. Staff anticipates approximately \$5.7 million in Federal Transit Administration 5303 funds and approximately \$15 million in Federal Highway Administration funds. Staff also anticipates approximately \$4.5 million in FY2019 carryover funds. The total amount of Transportation Planning Funds anticipated to be available for the FY2020 and FY2021 UPWP is approximately \$25 million. Based on the projects that have been identified in the Work Program, expenditures are anticipated at approximately \$22.7 million leaving a balance of about \$2.4 million to carry over into FY2022. The development schedule was reviewed, with action to be recommended at the July 11, 2019, Regional Transportation Council meeting.
13. **Election of Regional Transportation Council Officers:** Ann Zadeh, Vice Chair of the Regional Transportation Council Nominating Subcommittee, announced the slate of officers recommended by the Subcommittee for the 2019-2020 term: Chair Andy Eads, County Judge, Denton County; Vice Chair Roger Harmon, County Judge, Johnson County; and Secretary Theresa Daniel, Ph.D., Commissioner, Dallas County. A motion was made to approve the slate of officers recommended for the 2019-2020 term. Ann Zadeh (M); Gary Fickes (S). The motion passed unanimously.
14. **Progress Reports:** Regional Transportation Council attendance was provided in Electronic Item 14.1, Surface Transportation Technical Committee attendance and minutes in Electronic Item 14.2, and the current Local Motion in Electronic Item 14.3.
15. **Other Business (Old or New):** There was no discussion on this item.
16. **Future Agenda Items:** There was no discussion on this item.
17. **Next Meeting:** The next meeting of the Regional Transportation Council is scheduled for Thursday, July 11, 2019, 1:00 pm, at the North Central Texas Council of Governments.

The meeting adjourned at 3:00 pm.

## How to Read the Project Modification Listings - Roadway Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing. The fields are described below.

**TIP Code:** 11461      **Facility:** SH 289      **Location/Limits From:** AT INTERSECTION OF PLANO PARKWAY      **Modification #:** 2017-0004  
**Implementing Agency:** PLANO  
**County:** COLLIN      **CSJ:** 0091-05-053  
**City:** PLANO      **Desc:** INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; INTERSECTION WILL BE NORMALIZED AND SOUTHERN SIGNAL WILL BE REMOVED  
**Request:** REVISE LIMITS TO SH 289 FROM VENTURA DR TO 500 FEET WEST OF BURNHAM DRIVE AND ON PRESTON ROAD FROM ALLIANCE BLVD TO DEXTER DRIVE; REVISE SCOPE TO INTERSECTION IMPROVEMENTS TO REMOVE DOUBLE INTERSECTION, INCLUDING ADDING DUAL LEFT TURN LANES AND A RIGHT TURN LANE ON EACH APPROACH; RECONSTRUCT ALLIANCE BLVD INTERSECTION; ADD SIDEWALKS; INCREASE ENGINEERING FUNDING IN FY2015 AND DELAY TO FY2017; INCREASE CONSTRUCTION FUNDING IN FY2017

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2015	ENG	0091-05-053	Cat 7:	\$256,000	\$32,000	\$0	\$32,000	\$0	\$320,000
2017	CON	0091-05-053	Cat 5:	\$1,280,000	\$160,000	\$0	\$160,000	\$0	\$1,600,000
2017	CON	0091-05-053	Cat 7:	\$1,200,000	\$150,000	\$0	\$150,000	\$0	\$1,500,000
<b>Phase Subtotal:</b>				<b>\$2,480,000</b>	<b>\$310,000</b>	<b>\$0</b>	<b>\$310,000</b>	<b>\$0</b>	<b>\$3,100,000</b>
<b>Grand Total:</b>				<b>\$2,880,000</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$360,000</b>	<b>\$0</b>	<b>\$3,600,000</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2007	ENG	0091-05-053	Cat 7:	\$144,000	\$18,000	\$0	\$18,000	\$0	\$180,000
2016	ENG	0091-05-053	Cat 7:	\$496,000	\$62,000	\$0	\$62,000	\$0	\$620,000
2017	CON	0091-05-053	Cat 5:	\$2,050,000	\$260,000	\$0	\$260,000	\$0	\$2,570,000
2017	CON	0091-05-053	Cat 7:	\$1,950,000	\$240,000	\$0	\$240,000	\$0	\$2,430,000
<b>Phase Subtotal:</b>				<b>\$4,000,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$5,000,000</b>
<b>Grand Total:</b>				<b>\$4,640,000</b>	<b>\$580,000</b>	<b>\$0</b>	<b>\$580,000</b>	<b>\$0</b>	<b>\$5,800,000</b>



<b>TIP CODE:</b>	The number assigned to a TIP project, which is how NCTCOG identifies a project.
<b>FACILITY:</b>	Project or facility name or location (i.e., highway number); some HWY labels used for non-highway projects in the TIP are: VA (various), CS (city street), MH (municipal highway), and SL (state loop).
<b>LOCATION/LIMITS FROM:</b>	Cross-street or location identifying the end limits of a project.
<b>LOCATION/LIMITS TO:</b>	Identifies the ending point of the project.
<b>MODIFICATION #:</b>	The number assigned to the modification request by NCTCOG staff.
<b>IMPLEMENTING AGENCY:</b>	Identifies the lead public agency or municipality responsible for the project.
<b>COUNTY:</b>	County in which project is located.
<b>CONT-SECT-JOB (CSJ):</b>	The Control Section Job Number is a TxDOT-assigned number given to track projects.
<b>CITY:</b>	City in which project is located.
<b>DESCRIPTION (DESC):</b>	Brief description of work to be performed on the project.
<b>REQUEST:</b>	As projects are modified through subsequent TIP/STIP modification cycles, the requested change will be noted.
<b>CURRENTLY APPROVED FUNDING TABLE:</b>	Provides the total funding currently approved for a project; incorporates total funding for all fiscal years and phases. This table will not appear for a modification that is adding a new project to the TIP/STIP.
<b>FY:</b>	Identifies the fiscal year in which the project occurs.
<b>PHASE:</b>	Identifies the phases approved for funding. ENG is Engineering, ENV is Environmental, ROW is Right-of-Way Acquisition, UTIL is Utility Relocation, CON is construction, CON ENG is Construction Engineering, IMP is Implementation, and TRANS is a Transit Transfer.
<b>FUNDING SOURCE:</b>	Identifies the sources that are used to fund the project. Chapter III of the TIP/STIP provides description of the different funding categories and outlines abbreviations commonly used for the categories: <a href="http://www.nctcog.org/trans/funds/transportation-improvement-program">www.nctcog.org/trans/funds/transportation-improvement-program</a>
<b>REVISION REQUESTED FUNDING TABLE:</b>	Provides the total proposed funding for a project as a result of the requested change; incorporates total funding for all fiscal years and phases.

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11688      **Facility:** VA      **Location/Limits From:** NORTH TEXAS AIRPORT EMISSIONS REDUCTIONS PROJECT      **Modification #:** 2019-0180  
**Impementing Agency:** NCTCOG  
**County:** VARIOUS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** ADMINISTER A FUNDING OPPORTUNITY TO REPLACE OR REPOWER AIRPORT GROUND SUPPORT EQUIPMENT IN THE OZONE NONATTAINMENT AREA  
**Request:** ADD NEW PROJECT TO 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
**Comment:** LOCAL MATCH FOR DERA FUNDING

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$14,084	\$0	\$0	\$14,084
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$14,084</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,084</b>

**TIP Code:** 14070      **Facility:** SS 366      **Location/Limits From:** WEST OF AKARD ST      **Modification #:** 2019-0285  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SAINT PAUL ST  
**County:** DALLAS      **CSJ:** 0196-07-034  
**City:** DALLAS      **Desc:** CONSTRUCT EXTENSION OF EXISTING KLYDE WARREN PARK DECK PLAZA; STRUCTURE ONLY  
**Request:** INCREASE LOCAL MATCH FOR CONSTRUCTION PHASE TO 20% MATCH SINCE RTC APPROVAL; ADD ENGINEERING PHASE TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROJECT (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROJECT (STIP) AS APPROVED BY THE RTC ON DECEMBER 13, 2018; INCREASE FUNDING FOR ENGINEERING PHASE BY \$2,365,000 FOR A TOTAL OF \$12,240,000  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF DALLAS, PRIVATE SECTOR, AND DALLAS COUNTY; RTC FUNDS TO PAY FOR DECK STRUCTURE ONLY; CITY AND PRIVATE SECTOR PAYING ADDITIONAL FUNDS FOR NON-TRANSPORTATION IMPROVEMENTS; 2017-2018 CMAQ/STBG FUNDING PROGRAM: STRATEGIC PARTNERSHIPS ROUND 3/INTERSECTION IMPROVEMENTS/MTP POLICY BUNDLE TDCS

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0196-07-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$10,240,000	\$10,240,000
2019	ENG	0196-07-034	SBPE:	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,240,000</b>	<b>\$12,240,000</b>
2021	UTIL	0196-07-034	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,850,000	\$3,850,000
2023	CON	0196-07-034	STBG:	\$20,000,000	\$0	\$0	\$5,000,000	\$0	\$25,000,000
2024	CON	0196-07-034	STBG:	\$10,000,000	\$0	\$0	\$2,500,000	\$0	\$12,500,000
<b>Grand Total:</b>				<b>\$30,000,000</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$7,500,000</b>	<b>\$14,090,000</b>	<b>\$53,590,000</b>

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11913      **Facility:** VA      **Location/Limits From:** DIGITAL VIDEO PROJECT      **Modification #:** 2019-0313  
**Impementing Agency:** TXDOT-DALLAS  
**County:** VARIOUS      **CSJ:** 0918-00-353  
**City:** VARIOUS      **Desc:** PURCHASE NEW DIGITAL VIDEO SOFTWARE AND HARDWARE FOR TRAFFIC MANAGEMENT CENTER TO ALLOW FOR DIGITAL VIDEO TO BE INTEGRATED INTO THE TMC SOFTWARE, DISPLAYS, AND SHARING WITH PARTNER AGENCIES; INTELLIGENT TRANSPORTATION SYSTEM  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** 50/50 PARTNERSHIP WITH TXDOT

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0918-00-353	Cat 1:	\$0	\$2,625,000	\$0	\$0	\$0	\$2,625,000
2020	IMP	0918-00-353	Cat 5:	\$3,500,000	\$875,000	\$0	\$0	\$0	\$4,375,000
<b>Phase Subtotal:</b>				<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000,000</b>
<b>Grand Total:</b>				<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0918-00-353	Cat 1:	\$2,100,000	\$525,000	\$0	\$0	\$0	\$2,625,000
2020	IMP	0918-00-353	Cat 5:	\$3,500,000	\$875,000	\$0	\$0	\$0	\$4,375,000
<b>Phase Subtotal:</b>				<b>\$5,600,000</b>	<b>\$1,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000,000</b>
<b>Grand Total:</b>				<b>\$5,600,000</b>	<b>\$1,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000,000</b>

**Revisions since STTC Meeting:** CHANGED CATEGORY 1 FUNDING SPLIT FROM 100% STATE TO 80% FEDERAL/20% STATE

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20277.1     **Facility:** CS     **Location/Limits From:** LEBANON RD, ON DALLAS PARKWAY     **Modification #:** 2019-0389  
**Impementing Agency:** FRISCO     **Location/Limits To:** ELDORADO PKWY  
**County:** COLLIN     **CSJ:** 0918-24-207  
**City:** FRISCO     **Desc:** WIDEN NORTHBOUND AND SOUTHBOUND DALLAS PARKWAY FROM 2 LANES IN EACH DIRECTION TO 3 LANES IN EACH DIRECTION  
**Request:** DELAY CONSTRUCTION TO FY2020 THEREBY ADDING PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE LOCAL CONTRIBUTION FUNDING FOR CONSTRUCTION IN FY2020; REVISE SCOPE TO WIDEN NORTHBOUND AND SOUTHBOUND DALLAS PARKWAY FROM 2/3 LANES IN EACH DIRECTION TO 3 LANES IN EACH DIRECTION  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF FRISCO; ASSOCIATED WITH TIP 20277.2 AND TIP 11723; OVERRUNS ARE CITY'S RESPONSIBILITY

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-24-207	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$67,000	\$67,000
2016	ENG	0918-24-207	Cat 3 - RTR 161 - CC2:	\$0	\$0	\$786,400	\$196,600	\$0	\$983,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$786,400</b>	<b>\$196,600</b>	<b>\$67,000</b>	<b>\$1,050,000</b>
2018	CON	0918-24-207	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,198,000	\$2,198,000
2018	CON	0918-24-207	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,041,600	\$260,400	\$0	\$1,302,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,041,600</b>	<b>\$260,400</b>	<b>\$2,198,000</b>	<b>\$3,500,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,828,000</b>	<b>\$457,000</b>	<b>\$2,265,000</b>	<b>\$4,550,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2016	ENG	0918-24-207	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$67,000	\$67,000
2016	ENG	0918-24-207	Cat 3 - RTR 161 - CC2:	\$0	\$0	\$786,400	\$196,600	\$0	\$983,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$786,400</b>	<b>\$196,600</b>	<b>\$67,000</b>	<b>\$1,050,000</b>
2020	CON	0918-24-207	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,198,000	\$3,198,000
2020	CON	0918-24-207	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$1,041,600	\$260,400	\$0	\$1,302,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,041,600</b>	<b>\$260,400</b>	<b>\$3,198,000</b>	<b>\$4,500,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$1,828,000</b>	<b>\$457,000</b>	<b>\$3,265,000</b>	<b>\$5,550,000</b>

**Revisions since STTC Meeting:** REVISED NUMBER OF EXISTING LANES FROM "2 LANES" TO "2/3 LANES" AND NOTED CHANGE IN THE REQUEST

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 20279      **Facility:** CS      **Location/Limits From:** ON ROCKHILL ROAD FROM CR 26      **Modification #:** 2019-0397  
**Impementing Agency:** FRISCO      **Location/Limits To:** PRESTON ROAD  
**County:** COLLIN      **CSJ:** 0918-24-195  
**City:** FRISCO      **Desc:** CONSTRUCT NEW SIX-LANE DIVIDED ROADWAY INCLUDING BRIDGES OVER PARVIN BRANCH AND THE BNSF RAILROAD  
**Request:** APPLY \$2,430 IN RTR 121-CC1 INTEREST EARNINGS (\$1,944 REGIONAL AND \$486 LOCAL) TO PROJECT DUE TO CONSTRUCTION COST OVERRUN; ADD LOCAL CONTRIBUTION FUNDING FOR CONSTRUCTION IN FY2013 TO REFLECT TOTAL CONSTRUCTION COST; ADD ENGINEERING AND ROW PHASES WITH LOCAL CONTRIBUTION FUNDING IN FY2013  
**Comment:** LOCAL CONTRIBUTION PAID BY THE CITY OF FRISCO

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	CON	0918-24-195	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,952,000	\$738,000	\$0	\$3,690,000
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,952,000</b>	<b>\$738,000</b>	<b>\$0</b>	<b>\$3,690,000</b>

**STTC APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2013	ENG	0918-24-195	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,226,400	\$2,226,400
2013	ROW	0918-24-195	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$416,967	\$416,967
2013	CON	0918-24-195	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$19,536,632	\$19,536,632
2013	CON	0918-24-195	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,953,944	\$738,486	\$0	\$3,692,430
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,953,944</b>	<b>\$738,486</b>	<b>\$19,536,632</b>	<b>\$23,229,062</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,953,944</b>	<b>\$738,486</b>	<b>\$22,179,999</b>	<b>\$25,872,429</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2008	ENG	0918-24-195	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,226,400	\$2,226,400
2013	ROW	0918-24-195	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$416,967	\$416,967
2013	CON	0918-24-195	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$19,536,632	\$19,536,632
2013	CON	0918-24-195	Cat 3 - RTR 121 - CC1:	\$0	\$0	\$2,953,944	\$738,486	\$0	\$3,692,430
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,953,944</b>	<b>\$738,486</b>	<b>\$19,536,632</b>	<b>\$23,229,062</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$2,953,944</b>	<b>\$738,486</b>	<b>\$22,179,999</b>	<b>\$25,872,429</b>

**Revisions since STTC Meeting:** REVISE ENGINEERING PHASE FISCAL YEAR AS REQUESTED BY THE CITY OF FRISCO

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14080      **Facility:** VA      **Location/Limits From:** REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS      **Modification #:** 2019-0401  
**Impementing Agency:** GRAND PRAIRIE      **Location/Limits To:** MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD  
**County:** VARIOUS      **CSJ:** 0902-90-163  
**City:** GRAND PRAIRIE      **Desc:** CONSTRUCT SHARED-USE PATH  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) AS APPROVED BY THE RTC ON OCTOBER 11, 2018; REVISE PREVIOUSLY APPROVED FUNDING BY MOVING \$1,014,235 TOTAL (\$811,388 FEDERAL AND \$202,847 LOCAL) OF CONSTRUCTION FUNDING TO ENVIRONMENTAL, ENGINEERING, ROW, AND UTILITY PHASES; REVISE PREVIOUSLY APPROVED LIMITS TO REGIONAL VELOWEB TRAIL FROM TERMINATION OF FORT WORTH TRAIL AT CITY LIMITS TO MIKE LEWIS PARK AT EXISTING TRAIL NEAR ROY ORR BLVD

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENV	0902-90-163	Cat 5:	\$22,000	\$0	\$0	\$5,500	\$0	\$27,500
2020	ENG	0902-90-163	Cat 5:	\$220,508	\$0	\$0	\$55,127	\$0	\$275,635
2021	ROW	0902-90-163	Cat 5:	\$508,880	\$0	\$0	\$127,220	\$0	\$636,100
2021	UTIL	0902-90-163	Cat 5:	\$60,000	\$0	\$0	\$15,000	\$0	\$75,000
2022	CON	0902-90-163	Cat 5:	\$2,868,612	\$0	\$0	\$717,153	\$0	\$3,585,765
<b>Grand Total:</b>				<b>\$3,680,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$920,000</b>	<b>\$0</b>	<b>\$4,600,000</b>



## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11651.4      **Facility:** VA      **Location/Limits From:** ALONG US 377 FROM DESERT RIDGE DR TO EAST OF FLOYD DR, ALONG FLOYD DR FROM US 377 TO W CLAYTON RD      **Modification #:** 2019-0402  
**Impementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** ALONG CAMP BOWIE W BLVD FROM ALTA MERE DR TO LACKLAND RD, ALONG LACKLAND RD FROM CAMP BOWIE W BLVD TO Z BOAZ PL  
**County:** TARRANT      **CSJ:** 0902-90-126  
**City:** FORT WORTH      **Desc:** SAFE ROUTES TO SCHOOL; CONSTRUCT PEDESTRIAN IMPROVEMENTS INCLUDING SIDEWALKS AND CROSSWALKS IN PROXIMITY TO THE APPLIED LEARNING ACADEMY  
**Request:** REVISE CONSTRUCTION FUNDING IN FY2020; REVISE ENGINEERING FUNDING IN FY2019; CHANGE CSJ FROM 0902-90-941 TO 0902-90-126; RETURN UNNEEDED CMAQ FUNDS TO THE BICYCLE/PEDESTRIAN SAFETY POOL (TIP 11651/CSJ 0902-00-173)  
**Comment:** LOCAL CONTRIBUTION PAID BY THE CITY OF FORT WORTH

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-941	Cat 5:	\$160,000	\$0	\$0	\$40,000	\$0	\$200,000
2020	CON	0902-90-941	Cat 5:	\$328,406	\$0	\$0	\$82,102	\$0	\$410,508
<b>Grand Total:</b>				<b>\$488,406</b>	<b>\$0</b>	<b>\$0</b>	<b>\$122,102</b>	<b>\$0</b>	<b>\$610,508</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-126	SBPE:	\$0	\$313,610	\$0	\$0	\$0	\$313,610
2020	CON	0902-90-126	Cat 1:	\$120,000	\$30,000	\$0	\$0	\$0	\$150,000
2020	CON	0902-90-126	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$37,500	\$37,500
2020	CON	0902-90-126	Cat 5:	\$410,000	\$0	\$0	\$102,500	\$0	\$512,500
<b>Phase Subtotal:</b>				<b>\$530,000</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$102,500</b>	<b>\$37,500</b>	<b>\$700,000</b>
<b>Grand Total:</b>				<b>\$530,000</b>	<b>\$343,610</b>	<b>\$0</b>	<b>\$102,500</b>	<b>\$37,500</b>	<b>\$1,013,610</b>

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11666      **Facility:** VA      **Location/Limits From:** DOWNTOWN DALLAS CENTRAL BUSINESS DISTRICT      **Modification #:** 2019-0409  
**Impementing Agency:** NCTCOG  
**County:** DALLAS      **CSJ:** 0918-00-282  
**City:** DALLAS      **Desc:** CONDUCT A PILOT STUDY ON PARKING DEMAND AND INNOVATIVE PARKING TECHNOLOGIES FOR DOWNTOWN DALLAS  
**Request:** CANCEL PROJECT

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	0918-00-282	Cat 7:	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000
<b>Grand Total:</b>				<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	IMP	0918-00-282	Cat 7:	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**TIP Code:** 55253      **Facility:** IH 30      **Location/Limits From:** AT BASS PRO DRIVE      **Modification #:** 2019-0410  
**Impementing Agency:** TXDOT-DALLAS  
**County:** DALLAS      **CSJ:** 0009-11-248  
**City:** DALLAS      **Desc:** RECONSTRUCT INTERCHANGE  
**Request:** ADD PROJECT TO APPENDIX D OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0009-11-248	SBPE:	\$0	\$1,666,000	\$0	\$0	\$0	\$1,666,000
2045	ROW	0009-11-248	S102:	\$6,120,000	\$680,000	\$0	\$0	\$0	\$6,800,000
<b>Grand Total:</b>				<b>\$6,120,000</b>	<b>\$2,346,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,466,000</b>

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55254      **Facility:** SH 5      **Location/Limits From:** NORTH OF SH 121      **Modification #:** 2019-0411  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SOUTH OF MELISSA ROAD  
**County:** COLLIN      **CSJ:** 0047-04-029  
**City:** MELISSA      **Desc:** RECONSTRUCT AND WIDEN 4 LANE UNDIVIDED ROADWAY TO 1/6 LANE DIVIDED URBAN ROADWAY  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0047-04-029	SBPE:	\$0	\$245,000	\$0	\$0	\$0	\$245,000
2020	ROW	0047-04-029	S102:	\$800,000	\$100,000	\$0	\$100,000	\$0	\$1,000,000
<b>Grand Total:</b>				<b>\$800,000</b>	<b>\$345,000</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$1,245,000</b>

**Revisions since STTC Meeting:** WITHDRAW MODIFICATION DUE PROJECT SCOPE BEING INCONSISTENT WITH MOBILITY 2045

**TIP Code:** 55256      **Facility:** FM 1641      **Location/Limits From:** FM 548      **Modification #:** 2019-0415  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** FM 148  
**County:** KAUFMAN      **CSJ:** 1217-01-019  
**City:** FORNEY      **Desc:** RECONSTRUCT AND WIDEN 2 LANE TO 4 LANE URBAN DIVIDED  
**Request:** ADD TO APPENDIX D OF THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	1217-01-019	SBPE:	\$0	\$735,000	\$0	\$0	\$0	\$735,000
2045	ROW	1217-01-019	S102:	\$2,400,000	\$300,000	\$0	\$300,000	\$0	\$3,000,000
<b>Grand Total:</b>				<b>\$2,400,000</b>	<b>\$1,035,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$3,735,000</b>

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55237      **Facility:** FM 1461      **Location/Limits From:** SH 289      **Modification #:** 2019-0416  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** WEST OF COUNTY ROAD 166  
**County:** COLLIN      **CSJ:** 1973-01-015  
**City:** VARIOUS      **Desc:** WIDEN AND RECONSTRUCT 2 LANE RURAL TO 4 LANE URBAN (ULTIMATE 6 LANES)  
**Request:** ADVANCE ENGINEERING AND ROW PHASES FROM APPENDIX D TO FY2020 AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); INCREASE ROW FUNDING IN FY2020

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	1973-01-015	SBPE:	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2045	ROW	1973-01-015	S102:	\$12,000,000	\$1,500,000	\$0	\$1,500,000	\$0	\$15,000,000
<b>Grand Total:</b>				<b>\$12,000,000</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$18,500,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	1973-01-015	SBPE:	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2020	ROW	1973-01-015	S102:	\$14,234,497	\$1,779,312	\$0	\$1,779,312	\$0	\$17,793,121
<b>Grand Total:</b>				<b>\$14,234,497</b>	<b>\$5,279,312</b>	<b>\$0</b>	<b>\$1,779,312</b>	<b>\$0</b>	<b>\$21,293,121</b>

**TIP Code:** 25056      **Facility:** VA      **Location/Limits From:** DOWNTOWN FORT WORTH      **Modification #:** 2019-0417  
**Impementing Agency:** NCTCOG      **Location/Limits To:** DOWNTOWN DALLAS  
**County:** VARIOUS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** DEVELOP A REGIONAL TRAIL BRANDING AND WAYFINDING PLAN FOR THE FORT WORTH TO DALLAS REGIONAL VELOWEB TRAIL  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
**Comment:** LOCAL CONTRIBUTION PAID BY CITIES OF FORT WORTH, ARLINGTON, GRAND PRAIRIE, IRVING, AND DALLAS; RTC/LOCAL PHASE 1 FUNDS

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$125,000	\$125,000
2020	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$125,000	\$0	\$0	\$125,000
<b>Phase Subtotal:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$125,000</b>	<b>\$0</b>	<b>\$125,000</b>	<b>\$250,000</b>
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$125,000</b>	<b>\$0</b>	<b>\$125,000</b>	<b>\$250,000</b>

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55257      **Facility:** SH 121      **Location/Limits From:** SH 5 SOUTH      **Modification #:** 2019-0418  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** EAST OF SH 5 NORTH  
**County:** COLLIN      **CSJ:** 0549-03-031  
**City:** MELISSA      **Desc:** INTERCHANGE IMPROVEMENT INCLUDING GRADE SEPARATION AND RAMPS  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0549-03-031	SBPE:	\$0	\$490,000	\$0	\$0	\$0	\$490,000
2020	ROW	0549-03-031	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
<b>Grand Total:</b>				<b><u>\$1,600,000</u></b>	<b><u>\$690,000</u></b>	<b><u>\$0</u></b>	<b><u>\$200,000</u></b>	<b><u>\$0</u></b>	<b><u>\$2,490,000</u></b>

**TIP Code:** 25036      **Facility:** IH 30      **Location/Limits From:** MACARTHUR      **Modification #:** 2019-0419  
**Impementing Agency:** GRAND PRAIRIE      **Location/Limits To:** SH 161  
**County:** DALLAS      **CSJ:** 1068-04-176  
**City:** GRAND PRAIRIE      **Desc:** INSTALLATION OF NEW DYNAMIC MESSAGE SIGNS AND NEW CCTV CAMERAS  
**Request:** DELAY ENGINEERING PHASE TO FY2020 AND CONSTRUCTION PHASE TO FY2021; REMOVE SBPE FUNDING AND ADD LOCAL CONTRIBUTION FOR ENGINEERING IN FY2020; REMOVE LOCAL CONTRIBUTION FUNDING FOR CONSTRUCTION IN FY2021; INCREASE FUNDING FOR CONSTRUCTION; CHANGE CSJ FROM 1068-04-905 TO 1068-04-176  
**Comment:** LOCAL CONTRIBUTION PAID BY CITY OF GRAND PRAIRIE

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	1068-04-905	SBPE:	\$0	\$75,000	\$0	\$0	\$0	\$75,000
2019	CON	1068-04-905	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$12,600	\$12,600
2019	CON	1068-04-905	Cat 5:	\$330,400	\$82,600	\$0	\$0	\$0	\$413,000
<b>Phase Subtotal:</b>				<b><u>\$330,400</u></b>	<b><u>\$82,600</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$12,600</u></b>	<b><u>\$425,600</u></b>
<b>Grand Total:</b>				<b><u>\$330,400</u></b>	<b><u>\$157,600</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$12,600</u></b>	<b><u>\$500,600</u></b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	1068-04-176	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$75,000	\$75,000
2021	CON	1068-04-176	Cat 5:	\$400,480	\$100,120	\$0	\$0	\$0	\$500,600
<b>Grand Total:</b>				<b><u>\$400,480</u></b>	<b><u>\$100,120</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$75,000</u></b>	<b><u>\$575,600</u></b>

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14038      **Facility:** VA      **Location/Limits From:** REGIONAL SAFETY PROGRAM FUNDING POOL      **Modification #:** 2019-0425  
**Impementing Agency:** NCTCOG  
**County:** VARIOUS      **CSJ:** 0000-02-021  
**City:** VARIOUS      **Desc:** REGIONAL POOL OF FUNDS TO IMPLEMENT IMPROVEMENTS WITHIN THE REGION THAT ADDRESS AND MITIGATE SAFETY ISSUES (E.G. WRONG-WAY DRIVING, DANGEROUS INTERSECTIONS, ETC.) AND WORK TOWARD ACHIEVING THE RTC'S RECENTLY APPROVED SAFETY TARGETS/GOALS  
**Request:** DECREASE STBG FUNDING IN FY2023; DECREASE OFFSETS AN INCREASE ON TIP 14038.1

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	IMP	0000-02-021	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,750,000	\$3,750,000
2023	IMP	0000-02-021	Cat 5:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
2023	IMP	0000-02-021	STBG:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
<b>Phase Subtotal:</b>				<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,250,000</b>	<b>\$3,750,000</b>	<b>\$10,000,000</b>
2024	IMP	0000-02-021	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,750,000	\$3,750,000
2024	IMP	0000-02-021	Cat 5:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
2024	IMP	0000-02-021	STBG:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
<b>Phase Subtotal:</b>				<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,250,000</b>	<b>\$3,750,000</b>	<b>\$10,000,000</b>
2025	IMP	0000-02-021	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,750,000	\$3,750,000
2025	IMP	0000-02-021	Cat 5:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
2025	IMP	0000-02-021	STBG:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
<b>Phase Subtotal:</b>				<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,250,000</b>	<b>\$3,750,000</b>	<b>\$10,000,000</b>
<b>Grand Total:</b>				<b>\$15,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,750,000</b>	<b>\$11,250,000</b>	<b>\$30,000,000</b>



## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2023	IMP	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,750,000	\$3,750,000
2023	IMP	N/A	Cat 5:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
2023	IMP	N/A	STBG:	\$1,500,000	\$0	\$0	\$375,000	\$0	\$1,875,000
<b>Phase Subtotal:</b>				<b>\$4,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$3,750,000</b>	<b>\$8,750,000</b>
2024	IMP	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,750,000	\$3,750,000
2024	IMP	N/A	Cat 5:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
2024	IMP	N/A	STBG:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
<b>Phase Subtotal:</b>				<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,250,000</b>	<b>\$3,750,000</b>	<b>\$10,000,000</b>
2025	IMP	N/A	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$3,750,000	\$3,750,000
2025	IMP	N/A	Cat 5:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
2025	IMP	N/A	STBG:	\$2,500,000	\$0	\$0	\$625,000	\$0	\$3,125,000
<b>Phase Subtotal:</b>				<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,250,000</b>	<b>\$3,750,000</b>	<b>\$10,000,000</b>
<b>Grand Total:</b>				<b>\$14,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500,000</b>	<b>\$11,250,000</b>	<b>\$28,750,000</b>

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11263.2     **Facility:** CS     **Location/Limits From:** HALTOM CITY RR CROSSINGS     **Modification #:** 2019-0427  
**Impementing Agency:** HALTOM CITY     **Location/Limits To:** HALTOM RD & MCLEAN ST AT UPRR AND GLENVIEW DR, JANADA, & HALTOM RD AT DART LINE  
**County:** TARRANT     **CSJ:** 0902-48-645  
**City:** HALTOM CITY     **Desc:** INSTALL GATES AT HALTOM RD & DART, UPGRADE ELECTRONICS AT ALL OTHER LOCATIONS IN PREPARATION FOR A QUIET ZONE  
**Request:** REVISE LIMITS TO UNION PACIFIC RAILROAD CROSSING AT NORTH HALTOM ROAD AND GLENVIEW DRIVE; REVISE SCOPE TO INSTALL NON-TRANSVERSABLE MEDIANS ON NORTH HALTOM ROAD AND NON-TRANSVERSABLE MEDIANS AND OFF-SETTING FOUR QUADRANT GATES AT GLENVIEW DR.; INCREASE LOCAL CONTRIBUTION FOR CONSTRUCTION PHASE  
**Comment:** LOCAL CONTRIBUTION PAID BY HALTOM CITY; FEDERAL FUNDING PREVIOUSLY OBLIGATED IN FY2015

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	0902-48-645	Cat 7:	\$60,000	\$0	\$0	\$15,000	\$0	\$75,000
2012	ENG	0902-48-645	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$50,000	\$50,000
2015	CON	0902-48-645	Cat 12(S):	\$140,000	\$0	\$0	\$35,000	\$0	\$175,000
2015	CON	0902-48-645	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$107,173	\$107,173
<b>Phase Subtotal:</b>				<b>\$140,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,000</b>	<b>\$107,173</b>	<b>\$282,173</b>
<b>Grand Total:</b>				<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$157,173</b>	<b>\$407,173</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	0902-48-645	Cat 7:	\$60,000	\$0	\$0	\$15,000	\$0	\$75,000
2012	ENG	0902-48-645	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$50,000	\$50,000
2015	CON	0902-48-645	Cat 12(S):	\$140,000	\$0	\$0	\$35,000	\$0	\$175,000
2015	CON	0902-48-645	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$250,000	\$250,000
<b>Phase Subtotal:</b>				<b>\$140,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,000</b>	<b>\$250,000</b>	<b>\$425,000</b>
<b>Grand Total:</b>				<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$300,000</b>	<b>\$550,000</b>

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11914      **Facility:** IH 20      **Location/Limits From:** AT TRANSVISION TRAFFIC MANAGEMENT CENTER      **Modification #:** 2019-0428  
**Implementing Agency:** TXDOT-FORT WORTH      **Location/Limits To:** ON IH 20 AT MCCART  
**County:** TARRANT      **CSJ:** 0008-12-095  
**City:** FORT WORTH      **Desc:** PURCHASE NEW DIGITAL VIDEO SOFTWARE AND HARDWARE FOR TRAFFIC MANAGEMENT CENTER (TMC) TO ALLOW FOR DIGITAL VIDEO TO BE INTEGRATED INTO THE TMC SOFTWARE, DISPLAYS, AND TO ENABLE SHARING WITH PARTNER AGENCIES  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION PROGRAM (STIP)  
**Comment:** 50/50 PARTNERSHIP WITH TXDOT

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0008-12-095	SBPE:	\$0	\$50,000	\$0	\$0	\$0	\$50,000
2020	CON	0008-12-095	Cat 1:	\$1,350,000	\$337,500	\$0	\$0	\$0	\$1,687,500
2020	CON	0008-12-095	Cat 5:	\$2,250,000	\$562,500	\$0	\$0	\$0	\$2,812,500
<b>Phase Subtotal:</b>				<b>\$3,600,000</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,500,000</b>
<b>Grand Total:</b>				<b>\$3,600,000</b>	<b>\$950,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,550,000</b>

**Revisions since STTC Meeting:**    **ADDED COMMENT REGARDING 50/50 PARTNERSHIP WITH TXDOT**

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 40038      **Facility:** VA      **Location/Limits From:** SIDEWALK AND CROSSWALK IMPROVEMENTS (COMBINED) - SAFE ROUTES TO SCHOOL      **Modification #:** 2019-0429

**Impementing Agency:** CEDAR HILL      **Location/Limits To:** NEAR HIGH POINT ELEM, LIFE SCHOOL CEDAR HILL, JOE WILSON INT, VILLAGE TECH, WATERFORD OAKS ELEM, & HIGHLAND ELEM SCHOOLS

**County:** DALLAS      **CSJ:** 0918-47-209

**City:** CEDAR HILL      **Desc:** SAFE ROUTES TO SCHOOL PEDESTRIAN IMPROVEMENTS IN PROXIMITY TO SCHOOLS, INCLUDING NEW CROSSWALKS, BICYCLE/PEDESTRIAN SIGNALS, SIGNAGE, AND SIDEWALK IMPROVEMENTS TO COMPLETE EXISTING SIDEWALK GAPS

**Request:** DELAY ENGINEERING PHASE TO FY2020 AND CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES TO FY2021 THUS ADDING ENGINEERING PHASE TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**Comment:** 2017 TA SET-ASIDE CALL FOR PROJECTS; COMBINES GROUPS 1-4 APPROVED BY RTC

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0918-47-209	Cat 9 TA Set Aside:	\$222,837	\$0	\$0	\$55,709	\$0	\$278,546
2019	CON	0918-47-209	Cat 9 TA Set Aside:	\$1,266,120	\$0	\$0	\$316,530	\$0	\$1,582,650
2019	CONENG	0918-47-209	Cat 9 TA Set Aside:	\$70,903	\$0	\$0	\$17,725	\$0	\$88,628
<b>Grand Total:</b>				<b>\$1,559,860</b>	<b>\$0</b>	<b>\$0</b>	<b>\$389,964</b>	<b>\$0</b>	<b>\$1,949,824</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0918-47-209	Cat 9 TA Set Aside:	\$222,837	\$0	\$0	\$55,709	\$0	\$278,546
2021	CON	0918-47-209	Cat 9 TA Set Aside:	\$1,266,120	\$0	\$0	\$316,530	\$0	\$1,582,650
2021	CONENG	0918-47-209	Cat 9 TA Set Aside:	\$70,903	\$0	\$0	\$17,725	\$0	\$88,628
<b>Grand Total:</b>				<b>\$1,559,860</b>	<b>\$0</b>	<b>\$0</b>	<b>\$389,964</b>	<b>\$0</b>	<b>\$1,949,824</b>

**TIP Code:** 11419      **Facility:** FM 1938      **Location/Limits From:** FM 1938 (DAVIS BLVD) AT MID-CITIES BLVD      **Modification #:** 2019-0430

**Impementing Agency:** NORTH RICHLAND HILLS

**County:** TARRANT      **CSJ:** 0902-48-576

**City:** NORTH RICHLAND HILLS      **Desc:** ADD RIGHT AND LEFT TURN LANES ON ALL APPROACHES AND SIGNALIZATION IMPROVEMENTS

**Request:** INCREASE CONSTRUCTION FUNDING IN FY2020 FOR COST OVERRUNS

**Comment:** LOCAL CONTRIBUTION PAID BY NRH; MILESTONE POLICY PROJECT (LET IN FY2017)

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

### CURRENTLY APPROVED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$65,393	\$65,393
2006	ENG	0902-48-576	Cat 5:	\$75,000	\$0	\$0	\$18,750	\$0	\$93,750
<b>Phase Subtotal:</b>				<b>\$75,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,750</b>	<b>\$65,393</b>	<b>\$159,143</b>
2009	ENG	0902-48-576	Cat 5:	\$75,000	\$0	\$0	\$18,750	\$0	\$93,750
2010	ENG	0902-48-576	Cat 5:	\$21,000	\$0	\$0	\$5,250	\$0	\$26,250
2013	ENG	0902-48-576	Cat 5:	\$74,000	\$0	\$0	\$18,500	\$0	\$92,500
2013	ROW	0902-48-576	Cat 5:	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
2016	ENG	0902-48-576	Cat 5:	\$183,000	\$0	\$0	\$45,750	\$0	\$228,750
2017	ENG	0902-48-576	Cat 5:	\$193,065	\$0	\$0	\$48,266	\$0	\$241,331
2017	CON	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,715	\$1,400,715
2017	CON	0902-48-576	Cat 5:	\$2,614,191	\$0	\$0	\$653,548	\$0	\$3,267,739
<b>Phase Subtotal:</b>				<b>\$2,614,191</b>	<b>\$0</b>	<b>\$0</b>	<b>\$653,548</b>	<b>\$1,400,715</b>	<b>\$4,668,454</b>
<b>Grand Total:</b>				<b>\$3,555,256</b>	<b>\$0</b>	<b>\$0</b>	<b>\$888,814</b>	<b>\$1,466,108</b>	<b>\$5,910,178</b>

### REVISION REQUESTED:

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2006	ENG	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$65,393	\$65,393
2006	ENG	0902-48-576	Cat 5:	\$75,000	\$0	\$0	\$18,750	\$0	\$93,750
<b>Phase Subtotal:</b>				<b>\$75,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,750</b>	<b>\$65,393</b>	<b>\$159,143</b>
2009	ENG	0902-48-576	Cat 5:	\$75,000	\$0	\$0	\$18,750	\$0	\$93,750
2010	ENG	0902-48-576	Cat 5:	\$21,000	\$0	\$0	\$5,250	\$0	\$26,250
2013	ENG	0902-48-576	Cat 5:	\$74,000	\$0	\$0	\$18,500	\$0	\$92,500
2013	ROW	0902-48-576	Cat 5:	\$320,000	\$0	\$0	\$80,000	\$0	\$400,000
2016	ENG	0902-48-576	Cat 5:	\$183,000	\$0	\$0	\$45,750	\$0	\$228,750
2017	ENG	0902-48-576	Cat 5:	\$193,065	\$0	\$0	\$48,266	\$0	\$241,331
2017	CON	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$1,400,715	\$1,400,715
2017	CON	0902-48-576	Cat 5:	\$2,614,191	\$0	\$0	\$653,548	\$0	\$3,267,739
<b>Phase Subtotal:</b>				<b>\$2,614,191</b>	<b>\$0</b>	<b>\$0</b>	<b>\$653,548</b>	<b>\$1,400,715</b>	<b>\$4,668,454</b>
2020	CON	0902-48-576	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$454,321	\$454,321
2020	CON	0902-48-576	Cat 5:	\$883,068	\$0	\$0	\$220,767	\$0	\$1,103,835
<b>Phase Subtotal:</b>				<b>\$883,068</b>	<b>\$0</b>	<b>\$0</b>	<b>\$220,767</b>	<b>\$454,321</b>	<b>\$1,558,156</b>
<b>Grand Total:</b>				<b>\$4,438,324</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,109,581</b>	<b>\$1,920,429</b>	<b>\$7,468,334</b>

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 25058      **Facility:** VA      **Location/Limits From:** REGIONAL ENERGY MANAGER PROGRAM      **Modification #:** 2019-0432  
**Impementing Agency:** NCTCOG  
**County:** VARIOUS      **CSJ:** N/A  
**City:** VARIOUS      **Desc:** WORK WITH REGIONAL PARTNERS AND LOCAL GOVERNMENTS TO IMPLEMENT INITIATIVES TO IMPROVE RESOURCE EFFICIENCY AND INCREASE ENERGY CONSERVATION IN AREAS OF JOINT FOCUS, WITH SPECIFIC FOCUS ON DEVELOPING AN ENERGY MANAGEMENT PROGRAM; INCLUDES NCTCOG STAFF TIME  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
**Comment:** USE RTC/LOCAL FUNDS IF IN-KIND CONTRIBUTIONS TO SECO DOE GRANT DO NOT MEET THE MATCH REQUIREMENT

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	N/A	Cat 3 - RTC/Local:	\$0	\$0	\$12,500	\$0	\$0	\$12,500
<b>Grand Total:</b>				<b>\$0</b>	<b>\$0</b>	<b>\$12,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,500</b>

**TIP Code:** 55219      **Facility:** IH 20      **Location/Limits From:** DALLAS COUNTY LINE      **Modification #:** 2019-0433  
**Impementing Agency:** TXDOT-DALLAS      **Location/Limits To:** SP 557  
**County:** KAUFMAN      **CSJ:** 0095-14-027  
**City:** VARIOUS      **Desc:** ADD 0 TO 4 CONTINUOUS FRONTAGE ROADS  
**Request:** ADVANCE ENGINEERING AND ROW PHASES TO FY2020 THEREBY ADDING PROJECT TO 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); DECREASE ROW FUNDING AND INCREASE ENGINEERING FUNDING

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2045	ENG	0095-14-027	SBPE:	\$0	\$10,000,000	\$0	\$0	\$0	\$10,000,000
2045	ROW	0095-14-027	S102:	\$58,500,000	\$6,500,000	\$0	\$0	\$0	\$65,000,000
<b>Grand Total:</b>				<b>\$58,500,000</b>	<b>\$16,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0095-14-027	SBPE:	\$0	\$15,000,000	\$0	\$0	\$0	\$15,000,000
2020	ROW	0095-14-027	S102:	\$11,700,000	\$1,300,000	\$0	\$0	\$0	\$13,000,000
<b>Grand Total:</b>				<b>\$11,700,000</b>	<b>\$16,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,000,000</b>

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 55252      **Facility:** SH 121      **Location/Limits From:** AT FM 2862      **Modification #:** 2019-0434  
**Implementing Agency:** TXDOT-DALLAS  
**County:** COLLIN      **CSJ:** 0549-03-034  
**City:** ANNA      **Desc:** CONVERT 2 LANE FACILITY TO 4 LANE DIVIDED  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	ENG	0549-03-034	SBPE:	\$0	\$43,209	\$0	\$0	\$0	\$43,209
2021	CON	0549-03-034	Cat 8:	\$793,645	\$88,183	\$0	\$0	\$0	\$881,828
<b>Grand Total:</b>				<b><u>\$793,645</u></b>	<b><u>\$131,392</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$925,037</u></b>

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 40061      **Facility:** VA      **Location/Limits From:** WJ TURNER ELEM, DIAMOND HILL ELEM, AND BONNIE BRAE ELEM SCHOOL CAMPUSES BOUNDED BY W LORRAINE ST TO THE N, N BEACH ST TO THE E      **Modification #:** 2019-0437  
**Impementing Agency:** FORT WORTH      **Location/Limits To:** BRENNAN AVE TO THE S, TITUS ST TO THE W  
**County:** TARRANT      **CSJ:** 0902-90-082  
**City:** FORT WORTH      **Desc:** CONSTRUCT AND RECONSTRUCT SIDEWALKS, CROSSWALKS, SIGNAGE, BICYCLE/PEDESTRIAN SIGNALS, AND BIKEWAYS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN THE NORTH DISTRICT)  
**Request:** REVISE SCOPE TO CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 3 SCHOOLS IN NORTH DISTRICT); MOVE FEDERAL FUNDS TO CONSTRUCTION PHASE IN FY2020; ADD LOCAL FUND FOR ENGINEERING PHASE IN FY2018, ROW PHASE IN FY2020, AND CONSTRUCTION PHASE IN FY2020  
**Comment:** 2017 TA SET-ASIDE CFP; LOCAL CONTRIBUTION PAID BY CITY OF FORT WORTH

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0902-90-082	Cat 9 TA Set Aside:	\$99,484	\$0	\$0	\$24,871	\$0	\$124,355
2020	CON	0902-90-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$277,612	\$277,612
2020	CON	0902-90-082	Cat 5:	\$764,577	\$0	\$0	\$191,144	\$0	\$955,721
2020	CON	0902-90-082	Cat 9 TA Set Aside:	\$595,870	\$0	\$0	\$148,967	\$0	\$744,837
<b>Phase Subtotal:</b>				<b>\$1,360,447</b>	<b>\$0</b>	<b>\$0</b>	<b>\$340,111</b>	<b>\$277,612</b>	<b>\$1,978,170</b>
2020	CONENG	0902-90-082	Cat 9 TA Set Aside:	\$69,224	\$0	\$0	\$17,305	\$0	\$86,529
<b>Grand Total:</b>				<b>\$1,529,155</b>	<b>\$0</b>	<b>\$0</b>	<b>\$382,287</b>	<b>\$277,612</b>	<b>\$2,189,054</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0902-90-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$650,000	\$650,000
2019	ROW	0902-90-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$100,000	\$100,000
2020	CON	0902-90-082	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,607,192	\$2,607,192
2020	CON	0902-90-082	Cat 5:	\$764,577	\$0	\$0	\$191,144	\$0	\$955,721
2020	CON	0902-90-082	Cat 9 TA Set Aside:	\$695,354	\$0	\$0	\$173,838	\$0	\$869,192
<b>Phase Subtotal:</b>				<b>\$1,459,931</b>	<b>\$0</b>	<b>\$0</b>	<b>\$364,982</b>	<b>\$2,607,192</b>	<b>\$4,432,105</b>
2020	CONENG	0902-90-082	Cat 9 TA Set Aside:	\$69,224	\$0	\$0	\$17,305	\$0	\$86,529
<b>Grand Total:</b>				<b>\$1,529,155</b>	<b>\$0</b>	<b>\$0</b>	<b>\$382,287</b>	<b>\$3,357,192</b>	<b>\$5,268,634</b>



## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 40062      **Facility:** VA      **Location/Limits From:** CC MOSS ELEM, BOUNDED BY MARTIN LUTHER KING JR FWY TO THE SW, PATE DR TO THE E, E BERRY ST TO THE N      **Modification #:** 2019-0438  
**Impementing Agency:** FORT WORTH      **Location/Limits To:** ML PHILLIPS ELEM BOUNDED BY CAMP BOWIE BLVD TO THE SE; WINTHROP AVE TO THE E, CALMONT AVE TO THE N, LACKLAND RD TO THE W  
**County:** TARRANT      **CSJ:** 0902-90-084  
**City:** FORT WORTH      **Desc:** CONSTRUCT AND RECONSTRUCT SIDEWALKS, CROSSWALKS, SIGNAGE, BICYCLE/PEDESTRIAN SIGNALS, AND BIKEWAYS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN THE SOUTH DISTRICT)  
**Request:** REVISE SCOPE TO CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT); MOVE FEDERAL FUNDS FROM ENGINEERING TO CONSTRUCTION PHASE; ADD LOCAL CONTRIBUTION FUNDING FOR ENGINEERING IN FY2018, ROW IN FY2019, AND CONSTRUCTION IN FY2020  
**Comment:** 2017 TA SET-ASIDE CFP; LOCAL CONTRIBUTION PAID BY THE CITY OF FORT WORTH

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-084	Cat 9 TA Set Aside:	\$39,189	\$0	\$0	\$9,797	\$0	\$48,986
2020	CON	0902-90-084	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$299,466	\$299,466
2020	CON	0902-90-084	Cat 5:	\$431,070	\$0	\$0	\$107,768	\$0	\$538,838
2020	CON	0902-90-084	Cat 9 TA Set Aside:	\$352,693	\$0	\$0	\$88,173	\$0	\$440,866
<b>Phase Subtotal:</b>				<b>\$783,763</b>	<b>\$0</b>	<b>\$0</b>	<b>\$195,941</b>	<b>\$299,466</b>	<b>\$1,279,170</b>
2020	CONENG	0902-90-084	Cat 9 TA Set Aside:	\$39,189	\$0	\$0	\$9,797	\$0	\$48,986
<b>Grand Total:</b>				<b>\$862,141</b>	<b>\$0</b>	<b>\$0</b>	<b>\$215,535</b>	<b>\$299,466</b>	<b>\$1,377,142</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0902-90-084	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$325,000	\$325,000
2019	ROW	0902-90-084	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$50,000	\$50,000
2020	CON	0902-90-084	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,002,477	\$2,002,477
2020	CON	0902-90-084	Cat 5:	\$431,070	\$0	\$0	\$107,768	\$0	\$538,838
2020	CON	0902-90-084	Cat 9 TA Set Aside:	\$391,882	\$0	\$0	\$97,970	\$0	\$489,852
<b>Phase Subtotal:</b>				<b>\$822,952</b>	<b>\$0</b>	<b>\$0</b>	<b>\$205,738</b>	<b>\$2,002,477</b>	<b>\$3,031,167</b>
2020	CONENG	0902-90-084	Cat 9 TA Set Aside:	\$39,189	\$0	\$0	\$9,797	\$0	\$48,986
<b>Grand Total:</b>				<b>\$862,141</b>	<b>\$0</b>	<b>\$0</b>	<b>\$215,535</b>	<b>\$2,377,477</b>	<b>\$3,455,153</b>

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 40063      **Facility:** VA      **Location/Limits From:** D MCRAE ELEM BOUNDED BY AVE J TO THE N, S AYERS AVE TO THE E, LITTLEJOHN AVE TO THE S, THRALL ST TO THE W; DAGGETT ELEM      **Modification #:** 2019-0439

**Impementing Agency:** FORT WORTH      **Location/Limits To:** BOUNDED BY WILLING/FAIRMOUNT AVE TO THE W, W RICHMOND AVE TO THE N, HEMPHILL ST TO THE E, CANTEY ST TO THE S

**County:** TARRANT      **CSJ:** 0902-90-083

**City:** FORT WORTH      **Desc:** CONSTRUCT AND RECONSTRUCT SIDEWALKS, CROSSWALKS, SIGNAGE, BICYCLE/PEDESTRIAN SIGNALS, AND BIKEWAYS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN THE SOUTH DISTRICT)

**Request:** REVISE SCOPE TO CONSTRUCT NEW AND RECONSTRUCT EXISTING SIDEWALKS, DRIVEWAYS, CROSSWALKS, SIGNS, AND PEDESTRIAN SIGNALS (SAFE ROUTES TO SCHOOLS FOR 2 SCHOOLS IN SOUTH DISTRICT); MOVE FEDERAL FUNDS TO CONSTRUCTION PHASE IN FY2020; ADD LOCAL FUNDS FOR ENGINEERING PHASE IN FY2018, ROW PHASE IN FY2019, AND CONSTRUCTION PHASE IN FY2020

**Comment:** 2017 TA SET-ASIDE CFP; LOCAL CONTRIBUTION PAID BY THE CITY OF FORT WORTH

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	ENG	0902-90-083	Cat 9 TA Set Aside:	\$115,855	\$0	\$0	\$28,964	\$0	\$144,819
2020	CON	0902-90-083	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$692,569	\$692,569
2020	CON	0902-90-083	Cat 5:	\$406,255	\$0	\$0	\$101,564	\$0	\$507,819
2020	CON	0902-90-083	Cat 9 TA Set Aside:	\$253,685	\$0	\$0	\$63,421	\$0	\$317,106
<b>Phase Subtotal:</b>				<b>\$659,940</b>	<b>\$0</b>	<b>\$0</b>	<b>\$164,985</b>	<b>\$692,569</b>	<b>\$1,517,494</b>
2020	CONENG	0902-90-083	Cat 9 TA Set Aside:	\$36,714	\$0	\$0	\$9,179	\$0	\$45,893
<b>Grand Total:</b>				<b>\$812,509</b>	<b>\$0</b>	<b>\$0</b>	<b>\$203,128</b>	<b>\$692,569</b>	<b>\$1,708,206</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2018	ENG	0902-90-083	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$325,000	\$325,000
2019	ROW	0902-90-083	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$50,000	\$50,000
2020	CON	0902-90-083	Cat 3 - Local Contribution:	\$0	\$0	\$0	\$0	\$2,040,663	\$2,040,663
2020	CON	0902-90-083	Cat 5:	\$406,255	\$0	\$0	\$101,564	\$0	\$507,819
2020	CON	0902-90-083	Cat 9 TA Set Aside:	\$369,540	\$0	\$0	\$92,385	\$0	\$461,925
<b>Phase Subtotal:</b>				<b>\$775,795</b>	<b>\$0</b>	<b>\$0</b>	<b>\$193,949</b>	<b>\$2,040,663</b>	<b>\$3,010,407</b>
2020	CONENG	0902-90-083	Cat 9 TA Set Aside:	\$36,714	\$0	\$0	\$9,179	\$0	\$45,893
<b>Grand Total:</b>				<b>\$812,509</b>	<b>\$0</b>	<b>\$0</b>	<b>\$203,128</b>	<b>\$2,415,663</b>	<b>\$3,431,300</b>

**Revisions since STTC Meeting:** REMOVED "AND ASSOCIATED ITEMS" FROM REQUESTED REVISED SCOPE.

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11683      **Facility:** VA      **Location/Limits From:** TRANSIT PLANNING AND IMPLEMENTATION STUDY TO IDENTIFY TRANSIT SERVICES      **Modification #:** 2019-0442  
**Impementing Agency:** NCTCOG      **Location/Limits To:** OUTSIDE TRANSPORTATION AUTHORITY SERVICE AREAS IN COLLIN, DALLAS, AND TARRANT COUNTIES  
**County:** VARIOUS      **CSJ:** 0918-00-298  
**City:** VARIOUS      **Desc:** INCLUDING INTERNAL & REGIONAL CONNECTIONS, STRATEGIC IMPLEMENTATION, INCREASED TRANSPORTATION & FUNDING OPTIONS, & GOODS MOVEMENT; INCLUDES FUNDING FOR CONSULTANT  
**Request:** INCREASE IMPLEMENTATION FUNDING AND DELAY TO FY2020; REVISE SCOPE TO TRANSIT PLANNING AND IMPLEMENTATION STUDY TO IDENTIFY TRANSIT SERVICES OUTSIDE TRANSPORTATION AUTHORITY SERVICE AREAS IN COLLIN, DALLAS, TARRANT, KAUFMAN, AND ROCKWALL COUNTIES INCLUDING LOCAL & REGIONAL CONNECTIONS, STRATEGIC IMPLEMENTATION, INCREASED TRANSPORTATION & FUNDING OPTIONS, & GOODS MOVEMENT; INCLUDES FUNDING FOR NCTCOG STAFF TIME AND CONSULTANT ASSISTANCE; CHANGE CSJ FROM 0918-00-906 TO 0918-00-298  
**Comment:** 280,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2019	IMP	0918-00-906	Cat 3 - TDC (MPO):	\$0	\$0	\$230,000	\$0	\$0	\$0
2019	IMP	0918-00-906	STBG:	\$1,150,000	\$0	\$0	\$0	\$0	\$1,150,000
<b>Phase Subtotal:</b>				<b>\$1,150,000</b>	<b>\$0</b>	<b>\$230,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,150,000</b>
<b>Grand Total:</b>				<b>\$1,150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,150,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0918-00-298	Cat 3 - TDC (MPO):	\$0	\$0	\$280,000	\$0	\$0	\$0
2020	IMP	0918-00-298	STBG:	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000
<b>Phase Subtotal:</b>				<b>\$1,400,000</b>	<b>\$0</b>	<b>\$280,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400,000</b>
<b>Grand Total:</b>				<b>\$1,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400,000</b>

**Revisions since STTC Meeting:**    **CHANGE CSJ FROM 0918-00-906 TO 0918-00-298**

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 11698      **Facility:** VA      **Location/Limits From:** INTERMODAL TRANSPORTATION HUB PLANNING STUDY      **Modification #:** 2019-0443  
**Impementing Agency:** NCTCOG      **Location/Limits To:** IN DENTON COUNTY  
**County:** DENTON      **CSJ:** 0918-46-317  
**City:** DENTON      **Desc:** INCLUDING TRANSIT HUB FEASIBILITY, TRAFFIC PATTERN IMPACT ANALYSIS, & UNIVERSITY TRANSPORTATION OPTIONS; INCLUDES NCTCOG STAFF TIME & CONSULTANT ASSISTANCE  
**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
**Comment:** 100,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO] UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0918-46-317	Cat 3 - TDC (MPO):	\$0	\$0	\$100,000	\$0	\$0	\$0
2020	IMP	0918-46-317	STBG:	\$500,000	\$0	\$0	\$0	\$0	\$500,000
<b>Phase Subtotal:</b>				<b>\$500,000</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>
<b>Grand Total:</b>				<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>

## PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING

**TIP Code:** 14038.1      **Facility:** VA      **Location/Limits From:** DFW REGION; MANAGEMENT & OVERSIGHT OF NEW REGIONAL SAFETY PROJECT FUNDING PROGRAM; INCLUDES DEVELOPMENT OF A REGIONAL  
**Modification #:** 2019-0462

**Impementing Agency:** NCTCOG      **Location/Limits To:** TRANSPORTATION SAFETY PLAN; GENERAL SAFETY PLANNING/IMPLEMENTATION ACTIVITIES; CONDUCTING REGIONAL & FEDERAL SAFETY

**County:** VARIOUS      **CSJ:** 0902-00-248, 0902-00-250

**City:** VARIOUS      **Desc:** PERFORMANCE TRACKING/REPORTING REQUIREMENTS; ANALYSIS OF WRONG-WAY DRIVING AND INTERSECTION SAFETY IMPLEMENTATION PLAN COUNTERMEASURE EFFECTIVENESS; COLLECTING/ANALYZING CRASH DATA & INCIDENT PERFORMANCE MEASURES

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP); FUNDING FOR PROJECT OFFSET BY A DECREASE ON TIP 14038/CSJ 0000-02-021

**Comment:** 200,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2020	IMP	0902-00-248	Cat 3 - TDC (MPO):	\$0	\$0	\$127,600	\$0	\$0	\$0
2020	IMP	0902-00-248	STBG:	\$638,000	\$0	\$0	\$0	\$0	\$638,000
<b>Phase Subtotal:</b>				<b>\$638,000</b>	<b>\$0</b>	<b>\$127,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$638,000</b>
2022	IMP	0902-00-250	Cat 3 - TDC (MPO):	\$0	\$0	\$72,400	\$0	\$0	\$0
2022	IMP	0902-00-250	STBG:	\$362,000	\$0	\$0	\$0	\$0	\$362,000
<b>Phase Subtotal:</b>				<b>\$362,000</b>	<b>\$0</b>	<b>\$72,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$362,000</b>
<b>Grand Total:</b>				<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>

**PROPOSED AUGUST 2019 TIP MODIFICATIONS FOR RTC MEETING**

**TIP Code:** 53086      **Facility:** US 80      **Location/Limits From:** LAWSON ROAD (DALLAS/KAUFMAN C/L)      **Modification #:** 2019-0464  
**Implementing Agency:** TXDOT-DALLAS      **Location/Limits To:** 1460  
**County:** KAUFMAN      **CSJ:** 0095-03-080  
**City:** DALLAS      **Desc:** RECONSTRUCT AND WIDEN TO 6 MAIN LANES AND RECONSTRUCT 4 LANE DISCONTINUOUS FRONTAGE RDS TO 4 LANE CONTINUOUS FRONTAGE RDS  
**Request:** CLARIFY PROJECT DESCRIPTION AS RECONSTRUCT 2/4 TO 4/6 LANE FRONTAGE ROADS

**CURRENTLY APPROVED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0095-03-080	SBPE:	\$0	\$7,000,000	\$0	\$0	\$0	\$7,000,000
2021	ROW	0095-03-080	S102:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
2021	UTIL	0095-03-080	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2022	CON	0095-03-080	Cat 4:	\$106,400,000	\$26,600,000	\$0	\$0	\$0	\$133,000,000
<b>Grand Total:</b>				<b>\$116,000,000</b>	<b>\$34,800,000</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$152,000,000</b>

**REVISION REQUESTED:**

FY	Phase	CSJ	Funding Source	Federal	State	Regional	Local	Local Cont.	Total
2021	ENG	0095-03-080	SBPE:	\$0	\$7,000,000	\$0	\$0	\$0	\$7,000,000
2021	ROW	0095-03-080	S102:	\$8,000,000	\$1,000,000	\$0	\$1,000,000	\$0	\$10,000,000
2021	UTIL	0095-03-080	S102:	\$1,600,000	\$200,000	\$0	\$200,000	\$0	\$2,000,000
2022	CON	0095-03-080	Cat 4:	\$106,400,000	\$26,600,000	\$0	\$0	\$0	\$133,000,000
<b>Grand Total:</b>				<b>\$116,000,000</b>	<b>\$34,800,000</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$152,000,000</b>

**Revisions since STTC Meeting: NOT INCLUDED IN PUBLIC INVOLVEMENT PROCESS; THEREFORE, IT WILL BE RESUBMITTED IN THE NOVEMBER 2019 TIP MODIFICATION CYCLE**

# How to Read the Project Modification Listings – Transit Section

The project listing includes all projects for which Regional Transportation Council action will be requested during this Transportation Improvement Program (TIP) modification cycle. Below is a **sample** TIP modification project listing for transit projects. The fields are described below.

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year:** FY2015 PROGRAM OF PROJECTS **Modification #:** 2015-0695

**Request:** REFINE FY2015 PROGRAM OF PROJECTS

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** 20,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>		<b>FUNDING TABLE:</b>							
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2015	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783
12678.15	PROGRAM ADMINISTRATION	2015	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885
12752.15	MOBILITY MANAGEMENT	2015	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000
12765.15	OPERATING ASSISTANCE	2015	OPERATING	\$72,000	\$0	\$0	\$72,000	0	\$144,000
<b>TOTAL:</b>				<b>\$599,311</b>	<b>\$0</b>	<b>\$0</b>	<b>\$98,357</b>	<b>20,000</b>	<b>\$697,668</b>

<b>Revision Requested:</b>		<b>FUNDING TABLE:</b>								<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>
12644.15	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2016	CAPITAL	\$105,426	\$0	\$0	\$26,357	0	\$131,783	NO CHANGE
12678.15	PROGRAM ADMINISTRATION	2016	CAPITAL	\$321,885	\$0	\$0	\$0	0	\$321,885	NO CHANGE
12752.15	MOBILITY MANAGEMENT	2016	CAPITAL	\$100,000	\$0	\$0	\$0	20,000	\$100,000	NO CHANGE
12765.15	OPERATING ASSISTANCE	2016	OPERATING	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT
<b>TOTAL:</b>				<b>\$527,311</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,357</b>	<b>20,000</b>	<b>\$553,668</b>	

<b>IMPLEMENTING AGENCY:</b>	Identifies the lead public agency or municipality responsible for the project.
<b>APPORTIONMENT YEAR:</b>	Identifies the apportionment year in which funds were committed to the project.
<b>MODIFICATION #:</b>	The number assigned to the modification request by NCTCOG staff.
<b>REQUEST:</b>	Describes the action being requested through the modification.
<b>UZA:</b>	Identifies the Urbanized Area in which the project is located.
<b>COMMENT:</b>	States any comments related to the project.
<b>FUNDING SOURCE:</b>	Identifies the sources that are used to fund the project. Chapter III of the TIP/STIP provides descriptions of the different funding categories and outlines abbreviations commonly used for the categories: <a href="http://www.nctcog.org/trans/funds/transportation-improvement-program">www.nctcog.org/trans/funds/transportation-improvement-program</a>
<b>CURRENTLY APPROVED FUNDING TABLE:</b>	Provides the total funding currently approved for a program of projects; incorporates total funding for projects in the program. This table will not appear for a modification that is adding a new program of projects to the TIP/STIP.
<b>REVISION REQUESTED FUNDING TABLE:</b>	Provides the total proposed funding for a program of projects as a result of the requested change; incorporates total funding for all projects in the program.

<b>TIP CODE:</b>	The number assigned to a TIP project, which is how NCTCOG identifies a project.
<b>DESCRIPTION:</b>	Identifies the scope of work that will be completed in the project.
<b>FY:</b>	Identifies the fiscal years in which the project occurs.
<b>PROJECT TYPE:</b>	Identifies if the project is a capital, operating, or planning project.
<b>FUNDING TABLE:</b>	Provides funding breakdown for funds associated with that program of projects.
<b>REQUESTED REVISION BY PROJECT:</b>	Identifies the request at the TIP Code level.

Sample



# PROPOSED AUGUST 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** CITY OF GRAND PRAIRIE

**Apportionment Year** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2019-0447

**Request:** REDUCE LOCAL SHARE BY \$164,408 FOR A REVISED FUNDING OF \$524,000 SECTION 5310 (\$262,000 FEDERAL, \$190,430 STATE, AND \$71,570 LOCAL) IN FY2018

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12650.17	OPERATING ASSISTANCE	2018	OPERATING	\$262,000	\$190,430	\$0	\$235,978	0	\$688,408	
<b>TOTAL:</b>				<b>\$262,000</b>	<b>\$190,430</b>	<b>\$0</b>	<b>\$235,978</b>	<b>0</b>	<b>\$688,408</b>	

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12650.17	OPERATING ASSISTANCE	2018	OPERATING	\$262,000	\$190,430	\$0	\$71,570	0	\$524,000	DECREASE LOCAL SHARE
<b>TOTAL:</b>				<b>\$262,000</b>	<b>\$190,430</b>	<b>\$0</b>	<b>\$71,570</b>	<b>0</b>	<b>\$524,000</b>	

**Implementing Agency:** CITY OF GRAND PRAIRIE

**Apportionment Year** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0448

**Request:** INCREASE STATE SHARE BY \$153,000 AND DECREASE LOCAL SHARE BY \$153,000 FOR A REVISED FUNDING AMOUNT OF \$524,000 SECTION 5310 (\$262,000 FEDERAL, \$170,584 STATE, AND \$91,416 LOCAL) IN FY2020 WITH NO CHANGE TO THE OVERALL FUNDED AMOUNT; DELAY PROJECT TO FY2020 AND ADD TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	
12650.18	OPERATING ASSISTANCE	2018	OPERATING	\$262,000	\$17,584	\$0	\$244,416	0	\$524,000	
<b>TOTAL:</b>				<b>\$262,000</b>	<b>\$17,584</b>	<b>\$0</b>	<b>\$244,416</b>	<b>0</b>	<b>\$524,000</b>	

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12650.18	OPERATING ASSISTANCE	2020	OPERATING	\$262,000	\$170,584	\$0	\$91,416	0	\$524,000	INCREASE STATE SHARE & DECREASE LOCAL SHARE
<b>TOTAL:</b>				<b>\$262,000</b>	<b>\$170,584</b>	<b>\$0</b>	<b>\$91,416</b>	<b>0</b>	<b>\$524,000</b>	

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0449

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5339 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<b>BY PROJECT</b>
12853.19	PURCHASE EXPANSION VEHICLES	2020	CAPITAL	\$4,639,783	\$0	\$0	\$818,786	0	\$5,458,569	ADD PROJECT
<b>TOTAL:</b>				<b>\$4,639,783</b>	<b>\$0</b>	<b>\$0</b>	<b>\$818,786</b>	<b>0</b>	<b>\$5,458,569</b>	

# PROPOSED AUGUST 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** CITY/COUNTY TRANSPORTATION

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0450

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12154.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$84,372	\$0	\$0	\$84,372	0	\$168,744	ADD PROJECT	
<b>TOTAL:</b>				<b>\$84,372</b>	<b>\$0</b>	<b>\$0</b>	<b>\$84,372</b>	<b>0</b>	<b>\$168,744</b>		

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0451

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5337 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12471.19	RAIL PREVENTIVE MAINTENANCE	2020	CAPITAL	\$27,755,172	\$0	\$0	\$6,938,793	0	\$34,693,965	ADD PROJECT	
<b>TOTAL:</b>				<b>\$27,755,172</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,938,793</b>	<b>0</b>	<b>\$34,693,965</b>		

**Implementing Agency:** SPECIAL PROGRAMS FOR AGING NEEDS

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0452

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12150.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$289,111	\$0	\$0	\$289,111	0	\$578,222	ADD PROJECT	
<b>TOTAL:</b>				<b>\$289,111</b>	<b>\$0</b>	<b>\$0</b>	<b>\$289,111</b>	<b>0</b>	<b>\$578,222</b>		

**Implementing Agency:** COMMUNITY TRANSIT SERVICES

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0453

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12827.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$57,017	\$57,017	\$0	\$0	0	\$114,034	ADD PROJECT	
<b>TOTAL:</b>				<b>\$57,017</b>	<b>\$57,017</b>	<b>\$0</b>	<b>\$0</b>	<b>0</b>	<b>\$114,034</b>		

# PROPOSED AUGUST 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** STAR TRANSIT

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0454

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12704.19	PURCHASE OF SERVICE	2020	CAPITAL	\$485,072	\$0	\$0	\$121,268	0	\$606,340	ADD PROJECT	
<b>TOTAL:</b>				<b>\$485,072</b>	<b>\$0</b>	<b>\$0</b>	<b>\$121,268</b>	<b>0</b>	<b>\$606,340</b>		

**Implementing Agency:** STAR TRANSIT

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0455

**Request:** ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 66,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12151.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$1,005,944	\$0	\$0	\$1,005,944	0	\$2,011,888	ADD PROJECT	
12627.19	BUS PREVENTIVE MAINTENANCE	2020	CAPITAL	\$330,000	\$0	\$0	\$0	66,000	\$330,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$1,335,944</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,005,944</b>	<b>66,000</b>	<b>\$2,341,888</b>		

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0456

**Request:** ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12028.19	SYSTEM PREVENTIVE MAINTENANCE	2020	CAPITAL	\$48,323,515	\$0	\$0	\$12,080,879	0	\$60,404,394	ADD PROJECT	
12515.19	ACQUISITION OF SECURITY EQUIPMENT	2020	CAPITAL	\$592,774	\$0	\$0	\$148,194	0	\$740,968	ADD PROJECT	
<b>TOTAL:</b>				<b>\$48,916,289</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,229,073</b>	<b>0</b>	<b>\$61,145,362</b>		

**Implementing Agency:** PUBLIC TRANSIT SERVICES

**Apportionment Year** FY2019 PROGRAM OF PROJECTS

**Modification #:** 2019-0457

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12246.19	OPERATING ASSISTANCE (SPECIAL RULE)	2020	OPERATING	\$83,079	\$0	\$0	\$83,079	0	\$166,158	ADD PROJECT	
<b>TOTAL:</b>				<b>\$83,079</b>	<b>\$0</b>	<b>\$0</b>	<b>\$83,079</b>	<b>0</b>	<b>\$166,158</b>		

# PROPOSED AUGUST 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2015 PROGRAM OF PROJECTS

**Modification #:** 2019-0458

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12903.15	PURCHASE REPLACEMENT VEHICLES (TRE SERVICE)	2020	CAPITAL	\$886,789	\$0	\$0	\$156,493	0	\$1,043,282	ADD PROJECT	
<b>TOTAL:</b>				<b>\$886,789</b>	<b>\$0</b>	<b>\$0</b>	<b>\$156,493</b>	<b>0</b>	<b>\$1,043,282</b>		

**Implementing Agency:** FORT WORTH TRANSPORTATION AUTHORITY

**Apportionment Year** FY2014 PROGRAM OF PROJECTS

**Modification #:** 2019-0459

**Request:** REFINE FY2014 PROGRAM OF PROJECTS AND ADD PROJECTS TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Currently Approved:</b>				<b>FUNDING TABLE:</b>					
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12872.14	OPERATING ASSISTANCE - JARC (TRE)	2019	OPERATING	\$650,000	\$0	\$0	\$650,000	0	\$1,300,000
<b>TOTAL:</b>				<b>\$650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$650,000</b>	<b>0</b>	<b>\$1,300,000</b>

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12872.14	OPERATING ASSISTANCE - JARC (TRE SERVICE)	2019	OPERATING	\$615,734	\$0	\$0	\$615,734	0	\$1,231,468	DECREASE FUNDING AND CLARIFY PROJECT DESCRIPTION	
12903.14	PURCHASE REPLACEMENT VEHICLES (TRE SERVICE)	2020	CAPITAL	\$160,624	\$0	\$0	\$28,346	0	\$188,970	ADD PROJECT	
<b>TOTAL:</b>				<b>\$776,358</b>	<b>\$0</b>	<b>\$0</b>	<b>\$644,080</b>	<b>0</b>	<b>\$1,420,438</b>		

**Implementing Agency:** CITY OF ARLINGTON

**Apportionment Year** FY2018 PROGRAM OF PROJECTS

**Modification #:** 2019-0460

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 100,000 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

**Funding Source:** TRANSIT SECTION 5307 FUNDS

<b>Revision Requested:</b>				<b>FUNDING TABLE:</b>						<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12904.18	CAPITAL COST OF CONTRACTING-VIA	2020	CAPITAL	\$500,000	\$0	\$0	\$0	100,000	\$500,000	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>100,000</b>	<b>\$500,000</b>		

# PROPOSED AUGUST 2019 TRANSIT TIP MODIFICATIONS FOR RTC CONSIDERATION

**Implementing Agency:** DALLAS AREA RAPID TRANSIT

**Apportionment Year** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2019-0465

**Request:** ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12905.17	ADA ACCESSIBILITY IMPROVEMENTS	2020	CAPITAL	\$522,998	\$0	\$0	\$130,750	0	\$653,748	ADD PROJECT	
<b>TOTAL:</b>				<b>\$522,998</b>	<b>\$0</b>	<b>\$0</b>	<b>\$130,750</b>	<b>0</b>	<b>\$653,748</b>		

**Implementing Agency:** NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

**Apportionment Year** FY2017 PROGRAM OF PROJECTS

**Modification #:** 2019-0466

**Request:** REFINE FY2017 PROGRAM OF PROJECTS AND ADD PROJECT TO THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

**UZA:** DALLAS-FORT WORTH-ARLINGTON

**Comment:** NOTE: 189,414 OF TRANSPORTATION DEVELOPMENT CREDITS (CAT 3 - TDC [MPO]) UTILIZED IN LIEU OF A LOCAL MATCH AND ARE NOT CALCULATED IN FUNDING TOTAL

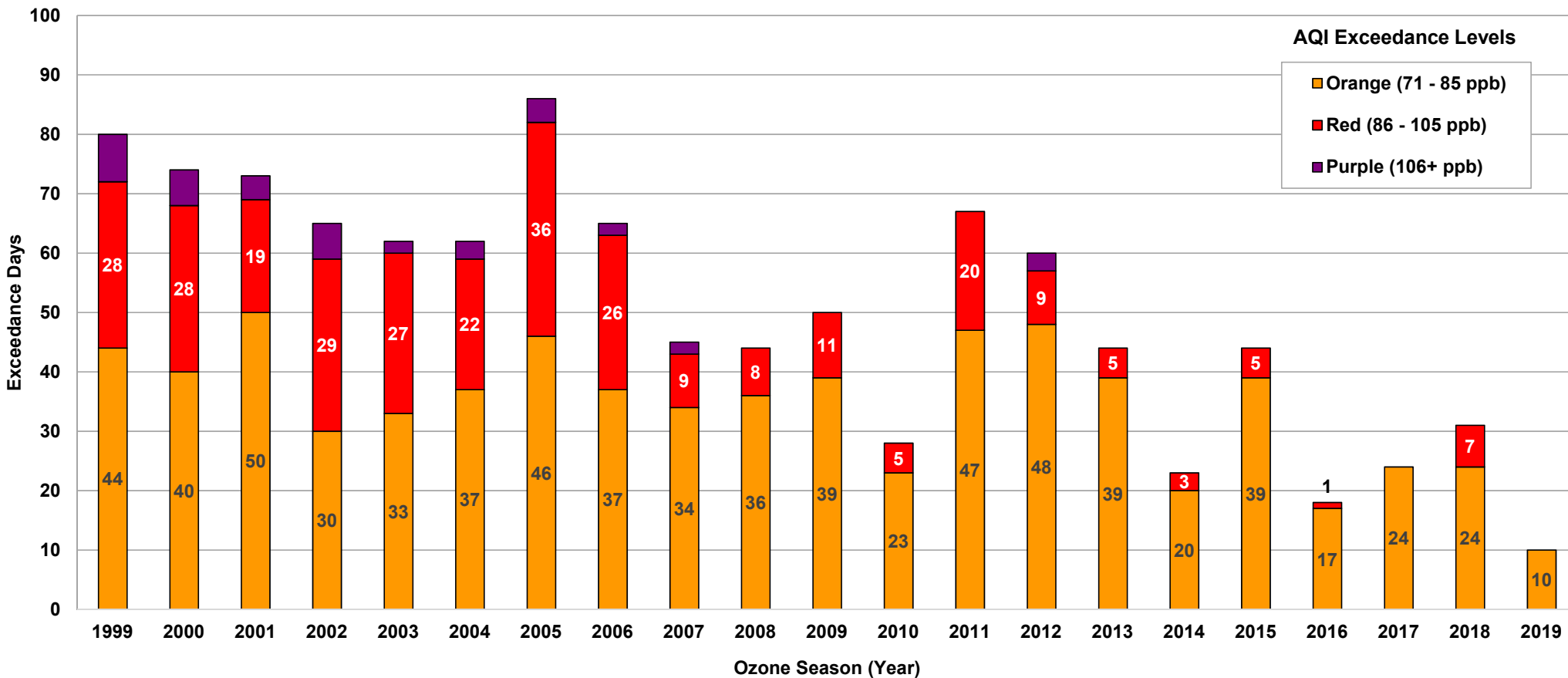
**Funding Source:** TRANSIT SECTION 5310 FUNDS

<b>Currently Approved:</b>			<b>FUNDING TABLE:</b>						
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>
12644.17	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2017	CAPITAL	\$1,126,301	\$0	\$0	\$281,576	0	\$1,407,877
12678.17	PROGRAM ADMINISTRATION	2018	CAPITAL	\$343,766	\$0	\$0	\$0	0	\$343,766
<b>TOTAL:</b>				<b>\$1,470,067</b>	<b>\$0</b>	<b>\$0</b>	<b>\$281,576</b>	<b>0</b>	<b>\$1,751,643</b>

<b>Revision Requested:</b>			<b>FUNDING TABLE:</b>							<b>REVISION REQUESTED</b>	
<u>TIP Code</u>	<u>DESCRIPTION</u>	<u>FY</u>	<u>PROJECT TYPE</u>	<u>FEDERAL</u>	<u>STATE</u>	<u>REGIONAL</u>	<u>LOCAL</u>	<u>TDC</u>	<u>TOTAL</u>	<u>BY PROJECT</u>	
12644.17	SUPPORT TRANSIT FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2017	CAPITAL	\$0	\$0	\$0	\$0	0	\$0	DELETE PROJECT	
12678.17	PROGRAM ADMINISTRATION	2018	CAPITAL	\$343,766	\$0	\$0	\$0	0	\$343,766	INCREASE FUNDING	
12752.17	MOBILITY MANAGEMENT	2020	CAPITAL	\$947,069	\$0	\$0	\$0	189,414	\$947,069	ADD PROJECT (MPO TDCs)	
<b>TOTAL:</b>				<b>\$1,290,835</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>189,414</b>	<b>\$1,290,835</b>		

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on  $\leq 70$  ppb (As of July 1, 2019)

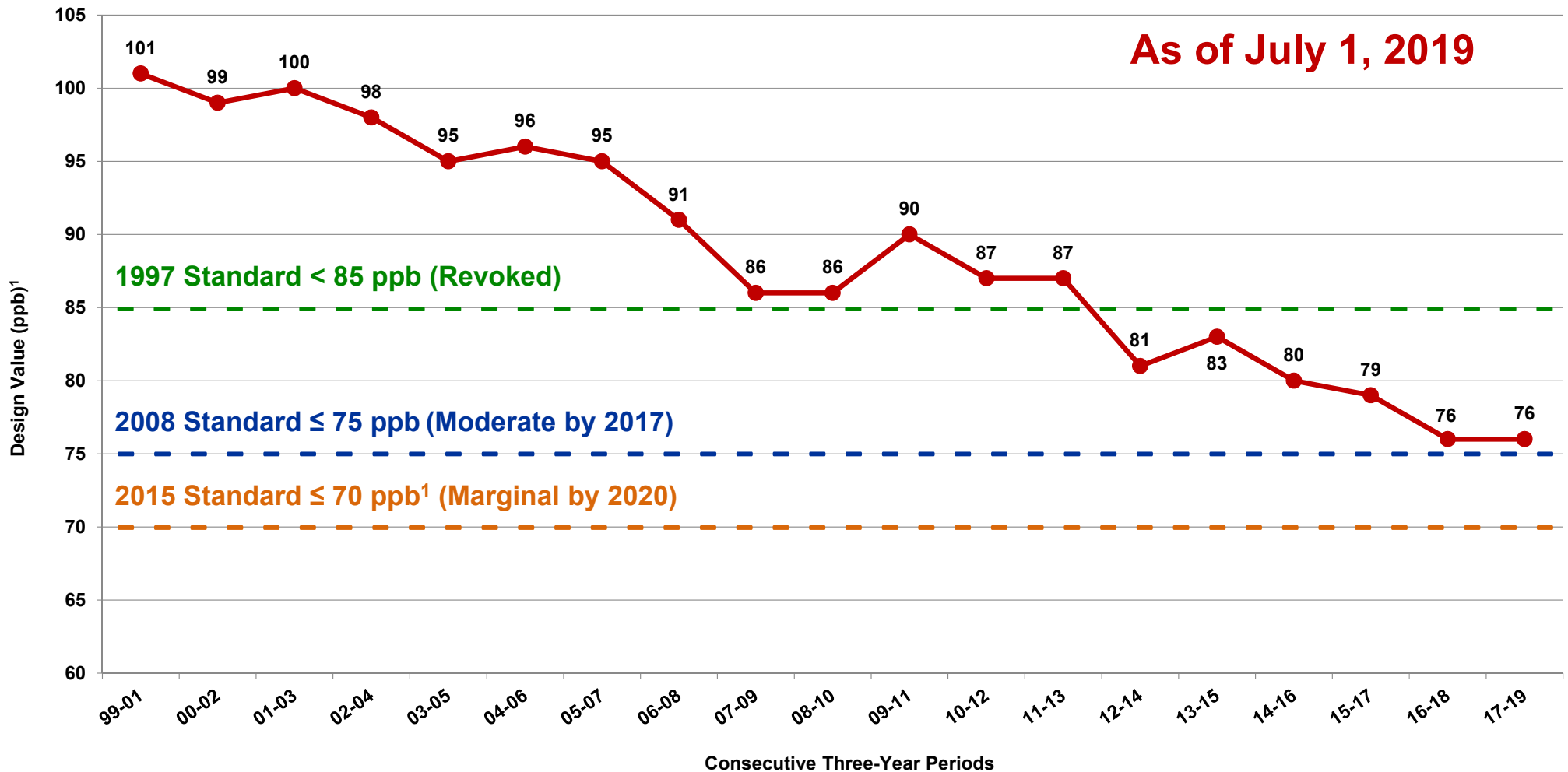


Exceedance Level indicates daily maximum eight-hour average ozone concentration.  
 Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, [http://www.tceq.state.tx.us/cqi-bin/compliance/monops/8hr\\_monthly.pl](http://www.tceq.state.tx.us/cqi-bin/compliance/monops/8hr_monthly.pl)  
 ppb = parts per billion

# 8-HOUR OZONE NAAQS HISTORICAL TRENDS

As of July 1, 2019



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

# For More Information

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[tpope@nctcog.org](mailto:tpope@nctcog.org)

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





## 2019 North Texas Parking Management Symposium

# FINDING THE BALANCE IN PARKING

How does North Texas plan and manage parking in a way that balances the needs and goals of a community while acknowledge economic forces that drive parking demand and future mobility? Join local transportation, city planning, real estate development, and other local professionals in a highly informative and timely discussion of this critical issue affecting North Texas growth and transportation.

### Key Note Speaker

#### ***Joe Minicozzi***

Joe is a highly sought-after speaker worldwide. His presentations include a deep dive into city economics, downtown development, and urban design. His insights will help us explore the economic balance of parking in shaping North Texas' cities.

### Program Outline

8:00 AM – Registration and Networking

8:30 AM – Local and national experts, and keynote presentations and panel discussions

NOON – Lunch & parking management technology vendor exhibition

1:30 PM – Three concurrent sessions on detailed parking issues

2:40 PM – Three concurrent sessions on detailed parking issues



Thursday, August 15, 2019

Hurst, Conference Center in Hurst, TX

AICP Certification Maintenance: Pursuing Qualification for up to 6 Credits | Registration includes lunch, light breakfast, and refreshments

Register now, space is limited: [www.nctcog.org/parking](http://www.nctcog.org/parking)



**MINUTES****Regional Transportation Council  
PUBLIC MEETING*****2020-2022 Disadvantaged Business Enterprise (DBE) Goals******Regional Pedestrian Safety Action Plan*****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held a public meeting Monday, June 10, 2019, at 6:00 pm at the North Central Texas Council of Governments (Arlington); Ken Kirkpatrick, Senior Counsel for Transportation, moderated the meeting, attended by 3 people.

**Public Meeting Purpose and Topics**

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

1. 2020-2022 Disadvantaged Business Enterprise (DBE) Goals – presented by Ken Kirkpatrick
2. Regional Pedestrian Safety Action Plan – presented by Jessica Scott

The public meeting was held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The presentations made at the meeting are available at [www.nctcog.org/input](http://www.nctcog.org/input), and a video recording was posted at [www.nctcog.org/video](http://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*****2020-2022 Disadvantaged Business Enterprise (DBE) Goals presentation:***

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/06/DBE-pres.pdf>

The DBE Program ensures non-discrimination, creates a level playing field, helps remove barriers to DBE participation and ensures DBE firms meet required eligibility standards.

To be classified as a DBE, at least 51 percent of an entity must be owned by socially and economically disadvantaged individuals. Socially and economically disadvantaged individuals must be a US citizens or lawful permanent residents. These individuals can be women, African Americans, Hispanic Americans, Native Americans, Asian-Indian Americans and others as determined by the Small Business Administration.

The following funding recipients are required to have a DBE Program:

- Federal Transit Administration recipients receiving planning, capital and/or operating assistance who will award prime contracts exceeding \$250,000 in funding in a federal fiscal year
- Federal Aviation Administration recipients receiving grants for airport planning and development who will award prime contracts exceeding \$250,000 in funding in a federal fiscal year
- All Federal Highway Administration recipients

NCTCOG staff is currently in the process of developing DBE goals for Fiscal Years 2020 through 2022. This process includes determining relative availability of ready, willing and able DBE firms and considering additional DBE data.

Proposed goals will be posted for public review and comment in July 2019, and the Regional Transportation Council will take action on these goals in September 2019. DBE goals for Fiscal Years 2020 through 2022 will become effective on October 1, 2019.

***Regional Pedestrian Safety Action Plan presentation:***

[https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/06/P\\_SAP-Pres.pdf](https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Involve/InputMeetings/2019/06/P_SAP-Pres.pdf)

On February 14, 2019, the RTC approved a regional safety position, stating even one death on the transportation system is unacceptable. Due to this position, NCTCOG staff is working with partners to develop projects, programs and policies that assist in eliminating serious injuries and fatalities across all modes of travel. One of these projects is known as a pedestrian safety action plan.

The Regional Pedestrian Safety Action Plan (PSAP) will provide a framework for focusing community attention on improving conditions for walking. The plan will lay out a vision for improving safety, examine existing conditions and use a data-driven approach to match safety programs and improvements with demonstrated problems.

The PSAP process includes establishing goals and objectives, analyzing safety data, identifying safety improvements and implementing and evaluating programs. Key plan elements include a vision, goals, objectives, historical and systemic crash and fatalities data, a priority cluster analysis, recommended programs, project types, a policy template and performance measures. Additionally, the PSAP Committee includes members from various stakeholder and partner agencies, including local governments, county health departments, transit agencies, school districts and injury prevention centers, among others.

NCTCOG staff is currently conducting a pedestrian safety survey for the plan. Members of the public can take the survey at [www.dfwpedestriansafety.metroquest.com](http://www.dfwpedestriansafety.metroquest.com) until Friday, July 5. All participants will be entered for a chance to win a \$100 Visa gift card. For more information on the PSAP, visit [www.nctcog.org/pedsafetyplan](http://www.nctcog.org/pedsafetyplan).

**ORAL COMMENTS RECEIVED AT MEETING**

**2020-2022 Disadvantaged Business Enterprise (DBE) Goals**

**Debracarol Hearne, Revitalize CS**

- A. DBE database

*Question:* How do you sign up for the DBE database?

*Summary of response by Ken Kirkpatrick:* We'll be hosting an open house during the month of July for potential recipients, and we'll walk you through procurement and how to sign up for the database. We'll also have someone on hand to walk you through the DBE certification program.

### **Regional Pedestrian Safety Action Plan**

#### **Debracarol Hearne, Revitalize CS**

##### A. Predicting contributing-factor trends for fatalities

*Question:* Is there a way to predict contributing-factor trends for these fatality numbers?

*Summary of response by Jessica Scott:* TxDOT possesses all of the crash data reports, and there is a way to enter all the data into a system to produce contributing factors. We are also coordinating with University of Texas at El Paso to figure out potential contributing factors in order to understand why the crashes are happening.

*Question:* Is there a way to interview people to gain an additional perspective on the data?

*Summary of response by Jessica Scott:* Yes, I received that comment at another event, and we can consider it. We know the crash reports are already a limited data set. For example, we don't know how many people are walking when an accident takes place. We're always looking for more things to consider. Someone also suggested visiting bike shops, and we think that is really important.

*Summary of response by Ken Kirkpatrick:* This is a really important effort and something that is being addressed at both a State and local levels.

*Comment:* When I drive between Fort Worth and McKinney, I see so much development. Would it be possible to see if there's a correlation between land use and fatalities?

*Summary of response by Jessica Scott:* Yes, we can estimate how many pedestrians would be walking in an area based on land use.

##### B. Availability of data for planning and zoning commissions

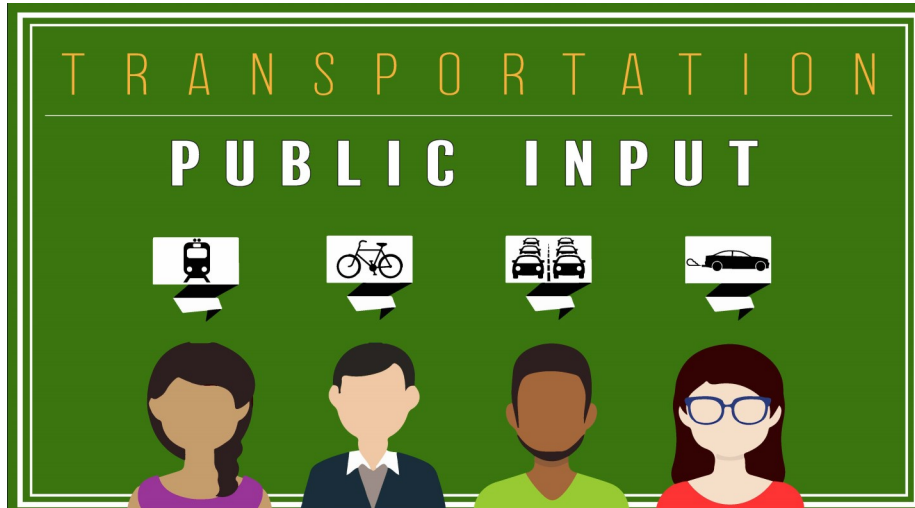
*Question:* Is this data available to planning and zoning commissions to help them make better decisions based on where accidents have occurred?

*Summary of response by Ken Kirkpatrick:* As the PSAP goes through the committee process, we want to distribute its contents to local governments as much as possible to help reduce accidents and fatalities.

*Summary of response by Jessica Scott:* We can't tell cities what to do, but we can provide policy examples. It's up to the cities to follow through.

### **COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA**

No comments received via website, email or social media.



## WHAT DO YOU THINK? TELL US.

Information will be posted online at [www.nctcog.org/input](http://www.nctcog.org/input) for public review and comment **July 15, 2019-August 28, 2019**. To request printed copies of the information, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

### 2020-2022 Disadvantaged Business Enterprise (DBE) Goals

As a recipient of federal transportation funds, NCTCOG is required to establish and periodically update DBE participation goals to encourage contracting opportunities for minority and historically underutilized businesses. The draft update of the DBE participation goals will be posted for review and comment.

### Upcoming Unified Transportation Program (UTP)

The Texas Department of Transportation, working through the Texas Transportation Commission, develops a 10-year listing of major transportation projects within the State of Texas. A status report on projects in the Dallas-Fort Worth region will be posted.

### U.S. Army Corps of Engineers Stormwater Project

Efforts are underway to develop a new program aimed at preventing the impacts of stormwater in flood prone areas within the Dallas-Fort Worth region. Federal, State, regional, and local organizations are working together on how the region could become a national leader in reducing loss of life and financial impacts of major flooding events. Details of this proposed project will be posted.

## RESOURCES AND INFORMATION

- Regional Smoking Vehicle Program (RSVP)
- Volkswagen Funding Available for Buses

# WWW.NCTCOG.ORG/INPUT



NCTCOGtrans



North Central Texas  
Council of Governments

## REGIONAL TRANSPORTATION ONLINE INPUT OPPORTUNITY

Learn about transportation in the region and help set future priorities. The Regional Transportation Council and North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, are seeking public input.

### Submit comments and questions to NCTCOG:

Email: [transinfo@nctcog.org](mailto:transinfo@nctcog.org)

Website: [www.nctcog.org/input](http://www.nctcog.org/input)

Fax: 817-640-3028

Phone: 817-695-9240

Mail: P.O. Box 5888

Arlington, TX 76005-5888

For special accommodations due to a disability or for language translation, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

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](mailto:cbaylor@nctcog.org). Se harán las adaptaciones razonables.

**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 Monday, May 20, through Wednesday, June 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. Bicycle and pedestrian comments related to the Pedestrian Safety Action Plan, regional trails and NCTCOG bike survey results were in the majority.

**Air Quality**

**Twitter**

1. What will you do to positively impact air quality on Clean Air Action Day this Friday? Take public transit? Walk to work? Carpool? @NCTCOGtrans #AirNTX – Denton County, Texas (@DentonCountyTX)



**Facebook**

1. Suggested Actions for Clean Air Day

North Texans can participate in Clean Air Action Day on June 21 by doing at least one thing to help improve air quality. This special day is held each year to help raise awareness for the problems of air pollution and the different ways that people can work toward making the air cleaner. This is an important way to help preserve the planet and make it better for both ourselves and future generations to live on.

People can share their plans on Clean Air Action Day, on social media by using #CAAD2019 and tagging NCTCOG Transportation Department to qualify for a chance to win a prize.

#### Clean air choices for June 21

- Carpool or vanpool
- Use mass transit
- Bike or walk
- Telecommute
- Attend meetings remotely
- Take lunch to work or summer activities
- Maintain consistent driving speed by avoiding quick accelerations and hard braking
- Reduce idling
- Combine trips or drive less
- Report smoking, polluting vehicles (#SMOKE)
- Stay up-to-date on regular vehicle maintenance and state emissions and safety inspection
- Consider an electric or other alternative fuel lawn mower
- Switch to energy efficient light bulbs
- Pursue energy-efficient home improvement projects
- Choose a clean vehicle option if purchasing a new vehicle (electric, hybrid, natural gas, propane, biofuels, SmartWay)
- Use a vehicle-approved biofuel in your car (E85 and B20)
- Call for an alternative-fueled or hybrid vehicle if going to the airport or around town
- Buy local or at places where less driving is required
- Encourage someone else to make clean air choices on 6-21-19
- Tell a friend about Air North Texas and options that help improve air quality in the region

- Sign up for air pollution alerts
- Commit to making clean air choices the entire ozone season
- Create an account and log commutes at TryParkingIt.com

Talking a walk in nature is also a great way to celebrate Clean Air Day 2019. We only have one planet, and this is a good time to reaffirming our commitment to protecting Mother Earth and making sure that the air that we breathe is as clean and healthy as possible.

For more information and help in implementing these actions, visit [AirNorthTexas.org](http://AirNorthTexas.org). – Natural Awakenings Dallas Metroplex Magazine



2. Clean Air Action Day is on Friday, June 21st. Pledge to do simple things to positively impact air quality - such as bicycling, walking to work or taking public transit. Log your alternative commutes at [www.tryparkingit.com](http://www.tryparkingit.com). NCTCOG Transportation Department #AirNTX – Denton County, Texas





**Bicycle & Pedestrian**

**Website**

**1. Morgan Nichols**

This trail will add tremendous benefit to our community.

**Twitter**

1. 12 county survey results "help guide future bicycle plans and projects that affect bicyclists" – TX Transportation Rsch (@tx\_transpo\_rsched)



2. Great day for @DallasParkRec Trail System. Acquired easements for @NorthavenTrail bridge over @TxDOTDallas 75 , and grants from @NCTCOGtrans for SOPAC, @dartmedia Cotton Belt Veloweb, KCS Trail, @MLineTrolley @CityOfDallas – at Dallas City Hall Fitness Center – Lee M. Kleinman (@LeeforDallas)

... the only... The total project cost of this agreement assesses seven projects listed below. There is no cost consideration to 100 percent federally funded. However, there will be future agenda items for federal funds to be accepted.

Description	Amount
Trail	\$ 4,000
Trail	\$ 4,000
Commerce from Forth Worth Avenue to Riverfront Boulevard	\$ 8,270
Line from Greenville Avenue to Hemlock Avenue	\$ 8,221
Belt Veloweb Trail	\$ 4,943
Key Avenue Transit Authority M-Line Extension Downtown to Knox-Henderson Neighborhood	\$ 1,000.0
Lines Boulevard from Akard Street to Loop 12	\$ 1,000.0
<b>Total</b>	<b>\$31,435.5</b>

I attached for Transportation Development Credit Agreement Project List d

Congrats @LeeforDallas Thanks for making this happen! – Will Dawson (@will\_dawson)

3. The Walnut Hill NA has begged D13 Gates to paint a simple cross walk at Royal and Rosser for kids to get to withers elem and access the NH Trail but she won't budge. Sad we cannot take baby steps. – Tom Collier

**NCTCOGTransportation** @NCTCOGtrans

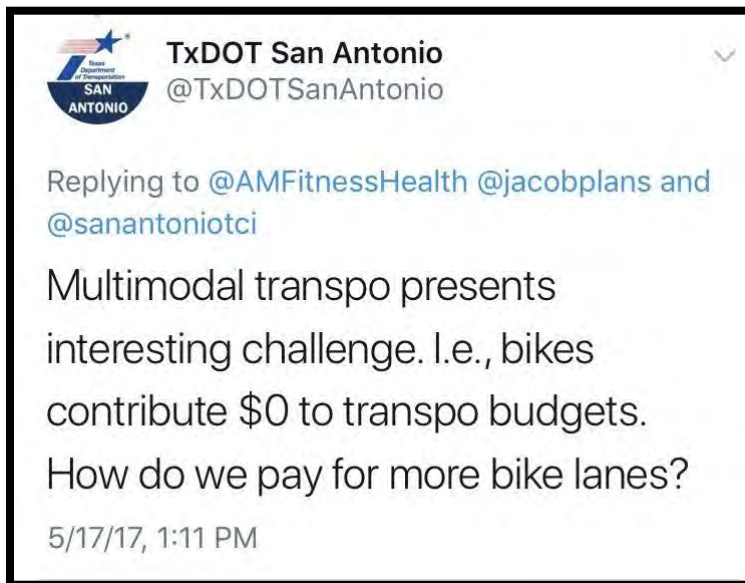
Provide your input about walking in the DFW region for a chance to win a \$100 VISA gift card. Help us develop a Pedestrian Safety Action Plan to reduce the number and severity of pedestrian crashes and fatalities across the North Texas region. ...



4. The type of bike facility design, location and traffic volumes influence North Texans' comfort bicycling. They feel safest riding on an off-street path or a wide bicycle lane separated from traffic. Check out our bike survey: <http://www.nctcog.org/bikesurvey> . #BikeMonth - NCTCOGTransportation (@NCTCOGtrans)



Can you survey @TxDOT employees about their lack of understanding of who funds their roads? It's hard to get safe facilities when their starting point is biased and uninformed. – Don Kostelec (@KostelecPlan)



5. ENTER TO WIN! Provide your input about walking in the #DFW region by taking the Pedestrian Safety Action Plan Survey @ <http://bit.ly/2EZkeoV> & you may win a \$100 VISA gift card. This survey is part of @NCTCOGtrans & @TxDOT. View additional details at <http://bit.ly/2EZkeoV> – City of Grapevine (@GrapevineTXCity)



6. Pedestrians - avoid distractions and make sure you don't walk and text. Texting is a major distraction and could cause you to short step a curb or walk into a sign. #WalkSafe #BeSeen <http://ow.ly/NH9c30dQSzw> – WalkBikeSafeTx (@WalkBikeSafeTX)



@TxDOT @NCTCOGtrans stop building signs and poles in the middle of sidewalks – Rob Rasmussen, MD, PhD (@rgrasmus)





## **Facebook**

### 1. Walking In DFW! Regional Pedestrian Safety Action Plan Survey -

NCTCOG Transportation Department (North Central Council of Governments) and TxDOT are launching a public opinion survey for the Regional Pedestrian Safety Action Plan (PSAP). We invite you to take the survey at [bit.ly/2JvKRfM](https://bit.ly/2JvKRfM).

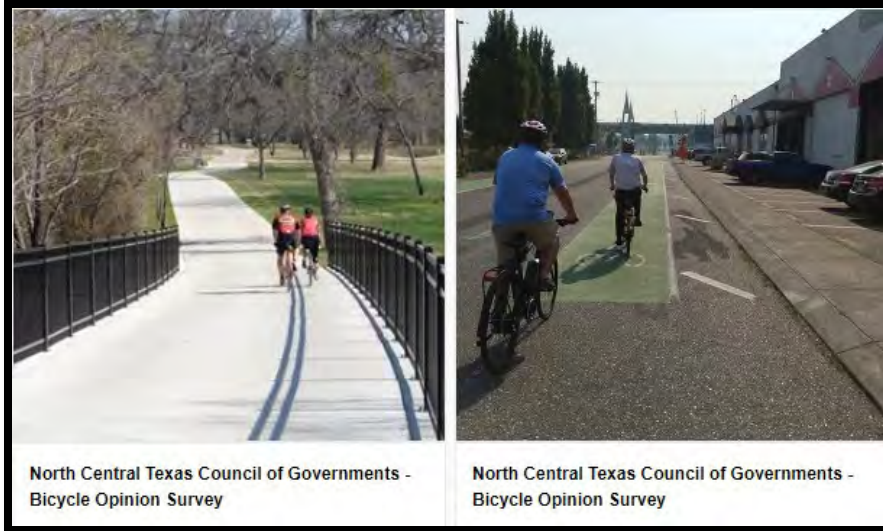
Responses will assist in the PSAP's development by providing feedback about the user experience and desire regarding pedestrian accommodations in the region and help guide future policies and programs.

Participants who submit their name and email address on the last page of the survey will be entered to win a \$100 VISA gift card. Visit [bit.ly/2wcbqHm](https://bit.ly/2wcbqHm) to view contest rules. Photo Credit: Mike Reyher – City of Grapevine Texas



2. Spring is the most popular time of the year for bicycling in North Texas. But more than 80 percent of bicyclists rode during summer and fall ☺ What is your favorite season to ride? Do you have a favorite place to ride in North Texas? Check out the results from NCTCOG Transportation Department's Bicycle Opinion Survey at [www.nctcog.org/bikesurvey](http://www.nctcog.org/bikesurvey) – Plano Parks & Recreation





3. National Trails Day is Saturday, June 1! Use our trail brochure to plan your trip: <http://bit.ly/DFWTrailBrochure>. – NCTCOG Transportation Department



Plus, if you're going to the A-Train rail trail event this Saturday sponsored by DCTA and several Denton County cities, you can get free A-Train rides all day Saturday just by saying the phrase "Trails Day" to any A-Train staff member! – Paul McManus

Did not know that, Paul. Thanks for sharing! – NCTCOG Transportation Department

4. Check out all of these great public trails throughout DFW! – City of Denton Sustainability



5. Today is National Trails Day!!! Get outside and enjoy the local beauty!! Our lake parks may be closed but use this trails map to discover something new. Don't forget to pack sunscreen & a reusable water bottle. 🌻 🍷 🌿 – Keep Grapevine Beautiful

6. Lack of various types of bicycle facilities, including connections between bike lanes and trails, are the top obstacles to bicycling. What improvements are needed for you to bicycle more? Check out the results from our Bicycle Opinion Survey: [www.nctcog.org/bikesurvey](http://www.nctcog.org/bikesurvey). – NCTCOG Transportation Department





Takeaway: build bike lanes separated from traffic. Riding on Dallas roads is mostly pretty dangerous – Scott Frisby

Not what is pictured! – Mark Lanier

## **Project Planning**

### **Email**

#### **1. Jeff Sawyer**

I have lived in Heatherwood subdivision 14 years. We already have a noise pollution nuisance with Lake Forest that didn't exist when I chose this neighborhood to raise a family. Please don't compound this already unbearable noise by adding an unnecessary bypass that will do nothing but enrich those receiving the construction contracts and those with the inside information on what parcels of land to grab for an insider trading windfall.

#### **2. Michael and Barbara Steele**

Dear Mr. Morris and Ms. Wilson,

I am writing this with regards to the environmental impact issue with our community.

We moved out to this beautiful country area 18 years ago to escape the rat race of being too close to town. In preparation for our retirement home, we planted trees which have matured beautifully and updated the interior of our home. Yes, I said our "home". It's not just a house, it's our home where we planned to retire and spend our golden years. We live at the end of a very quiet culdesac. Our neighbors who live at the end of our street are also planning on spending their golden years here. They put in a pool and we all have gardens. TXDOT is talking about bringing in a bypass within feet of our street and a cemetery and destroying our peaceful way of life and our retirement years.

Within the past few years 380 has become congested because the City of Princeton continues to sell building permits. For them it's all about collecting the tax dollar not about quality of life.

Please help us in keeping 380 on 380 and preserving our peaceful way of life.

#### **3. Rachael Chilton**

Dear Ms. Wilson,

I'm a concerned N. McKinney resident that would be adversely affected by a 380 bypass on either Bloomdale or Wilmeth. I ask you to please make sure 380 stays on 380.

Thank you for your consideration.

#### **4. William R Hester II**

I live about 200 feet from Wilmeth allowing 380 to move to that location would destroy our peace, rest, and my home values. It would force me to move. I have a disabled wife and two disabled children. This location would be an incredible hardship to our family.

Please keep 380 on 380, we know it will be a hard process but with the growth we have had there it will be worth it in the long run. Doing the right thing is not always doing the easiest thing.

Resident and home owner since March 2004

#### **5. John Helmer**

Dear Mr. Morris,

Regarding the McKinney 380 Bypass, I think the key fact is to know what percentage of drivers are passing through without visiting local businesses. If that number is over 50%, we need a bypass with limited stops. Transient traffic should be able to circumnavigate the business district without contributing to local congestion. That idea may conflict with impacted property owners but would benefit the community and region as a whole.

Just my opinion.

#### **Michael Morris**

As part of our standard analysis package when we get to the environmental process, we will run a "selected link analysis" which will give us the origin-destination trip table which will answer the question you are asking. We will run it at several locations. It will also answer questions like the need for frontage roads or not on any by-pass.

#### **6. Andy Mondy**

I'm a huge fan of improving US 380 within its current foot print. I live and work in McKinney. The congestion on 380 has increased significantly and it needs to be improved. I don't think a bypass would solve the issue and I wouldn't want my home and land to be destroyed by a highway.

#### **7. Kristen and Mike Johnson**

Hello Mr. Morris and Ms. Wilson,

We live in Erwin Farms and some of the proposed bypasses do not solve the 380 issues and impact our home. As long time Plano residents, we chose to move to McKinney in 2009 due to it being "unique by nature." We have commuted to Dallas for work because we choose to live here. We are concerned that 380 decisions are making our beautiful city like the others, avoiding fixing the issues and just building roads and becoming a concrete jungle. We want to protect beautiful Erwin Park, residents quality of life and the "unique by nature" city. We want to find a reasonable and viable solution to traffic issues. We appreciate your support on the most reasonable solution to fix 380 on 380. Please let us know how we can help. Thank you very much!

## Twitter

1. From @txdot to @HouPublicWorks to @cityofmanor to @sanantonioci to @austinmobility to @EIPasoTXGov to @NCTCOGtrans, every government must deal w/ the mistakes of high speed design & develop speed management strategies akin to drunk, distracted programs. – Vision Zero Texas (@VisionZeroTexas)



## Public Meetings & Forums

### Twitter

1. REMINDER: Please join us for tomorrow's TRTC meeting. @NCTCOGtrans Director of Transportation Michael Morris and transportation program managers will discuss the status of RTC mobility actions impacting the TRTC area. – TRTC (@trtcmobility)

2. At FW Central Station for monthly mtg of @trtcmobility. Special guests: Michael Morris & team at the Regional Transportation Council (RTC). Update on mobility projects in western part of Metroplex. @TrinityMetro @CityofFortWorth @NCTCOGtrans @TarrantCountyTX @TxDOTFortWorth – Sal Espino (@SAL\_FW)



3. Thank you to @NCTCOGtrans for speaking at yesterday's meeting! If you'd like to see the presentation, please click the link below. – TRTC (@trtcmobility)

4. @NCTCOGtrans will host a public meeting on June 10 on the Disadvantaged Business Enterprise Goals and Regional Pedestrian Safety Action Plan. This is an important way to get public opinion about transportation planning activities and air quality programs. <http://nctcog.org/input> – City of Coppel (@CityofCoppel)

**TRANSPORTATION PUBLIC MEETING**

**MONDAY, JUNE 10, 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](mailto:cbaylor@nctcog.org) at least 72 hours prior to the meeting. Reasonable accommodations will be made.

**PRESENTATIONS**

**2020-2022 Disadvantaged Business Enterprise (DBE) Goals**  
 As a recipient of federal transportation funds, NCTCOG is required to establish and periodically update Disadvantaged Business Enterprise (DBE) participation goals to encourage contracting opportunities for minority and historically underutilized businesses. The draft update of the DBE participation goals will be presented for review and comment.

**Regional Pedestrian Safety Action Plan**  
 The North Texas Pedestrian Safety Action Plan will develop goals and action items to address the high number of pedestrian crashes and fatalities across the region. With the guidance of a diverse stakeholder committee, the plan will include analysis of reported crash data, a public opinion survey, goals and strategies to improve pedestrian safety and prioritized areas of the region to implement safety countermeasures. An overview of the plan will be presented.

**ONLINE REVIEW & COMMENT**  
 Proposed Modifications to the List of Funded Projects:  
[www.nctcog.org/linp](http://www.nctcog.org/linp)

**RESOURCES AND INFORMATION**  
 Regional Smoking Vehicle Program: [www.smokingvehicle.net](http://www.smokingvehicle.net)  
 Volkswagen Funding Available for Buses:  
[www.nctcog.org/vwbusfunding](http://www.nctcog.org/vwbusfunding)

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

Para ajustes especiales por discapacidad o para interpretación de idiomas, llame al 817-608-2365 o por email: [cbaylor@nctcog.org](mailto: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 CentrePortDFW Airport Station, contact Carli Baylor at least 72 hours prior to the meeting: 817-608-2365 or [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

**TRE** CentrePortDFW Airport Station  
 Arrival Options June 10:

Eastbound Train:	5:19 pm
Westbound Train:	5:31 pm

5. @TrinityMetro 53rd General Assembly Meeting North Central Texas Council of Governments. #TEXRail being recognized with a CLIDE (Celebrating Leadership In Development Excellence) Award. @NCTCOGtrans @CityofFortWorth @CityofNRH @GrapevineTXCity @DFWAirport @NCTCOG\_Official – at Hurst Conference Center – Trinity Metro (@TrinityMetro)



### **Facebook**

1. REMINDER: Join us tomorrow for our monthly meeting. Our guest speakers, NCTCOG Transportation Department Director of Transportation Michael Morris and transportation program managers will discuss the status of RTC mobility actions impacting the TRTC area. – Tarrant Regional Transportation Coalition
2. The NCTCOG Transportation Department will be hosting a public meeting on Monday, June 10, about the 2020-2022 Disadvantaged Business Enterprise (DBE) Goals and Regional Pedestrian Safety Action Plan. This meeting is an important way to gauge public opinion about the transportation planning activities and air quality programs of NCTCOG and the RTC as the Metropolitan Planning Organization for the Dallas-Fort Worth area. – City of Coppell, TX Municipal Government



3. The RTC meeting will begin at 1 pm today. Want to watch the meeting live? Visit <http://nctcog.org/video> and click "live." – NCTCOG Transportation Department



Seeing this, I tuned in and find that innovation is still the rule! Being gone from the region for almost 10 years, I still miss being part of such exciting work and advancements!!! – Cinde Weatherby

Old habits die hard, Cinde. Thanks for tuning in! – NCTCOG Transportation Department

Transit

Twitter



1. @TrinityMetro CEO Bob Baulsir thanks community supporters and @NCTCOGtrans - and talks about this innovative transit option. #TheDash @BZPFortWorth @UNTHSC @KimbellArt @themodernfw – Trinity Metro (@TrinityMetro)



2. Thank you and @NCTCOGtrans for providing the funds to residents and visitors to @CityofFortWorth for the buses and charging station. I. Can't. Wait. #DashForward – Linda Ld Thornton, APR (@LindaLdThornton)



3. Exciting to see new services from @TrinityMetro and partners. – Tarrant Transit Alliance (@TarrantTransit)



4. Great day to showcase The Dash, @TrinityMetro's first electric bus, at today's Regional Transportation Council (RTC) mtg. It will connect @DTFortWorth to W 7th, Cultural District, @DickiesArena & @UNTHSC. Thank you RTC and all partners. @NCTCOGtrans @CityofFortWorth – Sal Espino (@SAL\_FW)

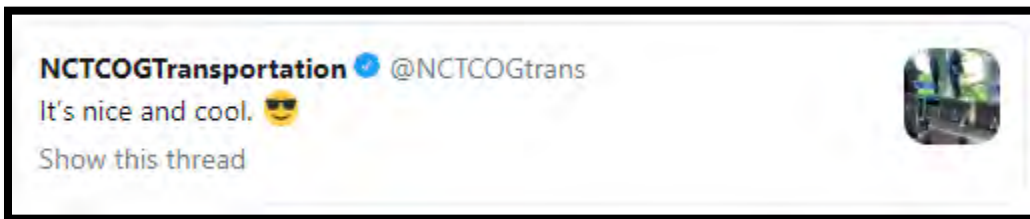


Will there be any chance to check it out before September? – Tarrant Transit Alliance (@TarrantTransit)

And we are testing The Dash and will work with TTA on a chance to check out the bus with TTA members – Sal Espino (@SAL\_FW)

We hope so! We are working on plans for an open house for the public before we open. We will keep you updated! – Dickies Arena (@DickiesArena)

5. The Dash! – Linda Ld Thornton, APR (@LindaLdThornton)



6. From @TrinityMetro : #TEXRail was honored w/CLIDE (Celebrating Leadership in Development Excellence) Award from @NCTCOGtrans. Recipients were chosen by some of nation's top urban planning experts. <https://ridetrinitymetro.org/textrail-honored-with-nctcog-clide-award/> ... @CityofFortWorth @GrapevineTXCity @CityofNRH @DFWAirport – Sal Espino (@SAL\_FW)





**Facebook**

1. The Heartland Flyer, the passenger train that provides rail service from Fort Worth to OKC, was named 20 years ago! How did it get its name? 🤔 <http://bit.ly/2Fugdt5>. – NCTCOG Transportation Department



2. Soon you'll be able to ride TEXRail from Fort Worth all the way to Plano. Here's how: <http://bit.ly/2Wte6jL> – NCTCOG Transportation Department



So a one seat ride or not? The article said not. Would be nice if so. Transfers kill ridership. – Chris Wyatt

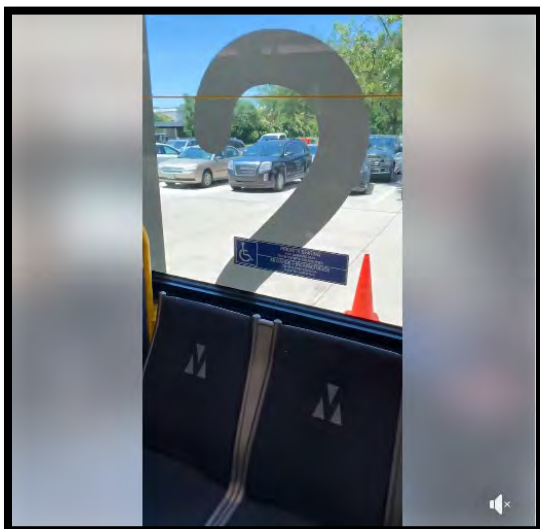
Gonna be a transfer, but it'll be like transferring at Trinity Mills: TEXRail on one platform, DART Cotton Belt on the other.

Not sure Trinity Metro or DART would want their trains going on the other's rails (even though it's all owned by DART). – Eddie Sigala

I'm ready to ride – Bessie Robertson

3. 🗿 Look who's here! It's The Dash! It will connect Downtown Fort Worth to the museum district and Dickies Arena. Service is set to begin September 22.

Trinity Metro Downtown Fort Worth – NCTCOG Transportation Department



We can't wait to ride the Dash! We just rode TRE to the Amtrak Heartland Flyer 20th Anniversary event Friday then TEXRail back and the Dash would have been great to take a ride when we had a late lunch! ETA - Enthusiasts of Transit Association! – Curtis Garrison

Plus, for everybody reading this post, The Dash will also connect to the TRE, TEXRail, and several other Trinity Metro bus routes at Central Station in downtown Fort Worth as well! – Paul McManus

### Other

#### Email

##### 1. Sherry Berman

Good Afternoon,

We live in Timberlake Subdivision in Southlake, Texas. The front of our neighborhood has an entrance exit onto 1709. When exiting our neighborhood we not only have to watch for 3 lanes of traffic going east on 1709, we then have to watch for ongoing traffic moving west try to make a Turn so that they now can go east. The traffic is so great on 1709, getting out of our neighborhood at peak times is a bit difficult then you have cars from the east deciding they need to make a U-turn. You never know if they are making a left or making a U-Turn. It ends up being a waste of time because you sit there waiting to see what they are going to do, if you go then they hit you and it is your fault for going. It is a dangerous and frustrating situation and just does not make a whole of sense to a someone that is not in the traffic industry. This whole concept just does not seem safe on such busy roads. No response needed, just an FYI to think about

#### Twitter

1. It's official: Red-light cameras are out (though some may hang around awhile). Thoughts? <https://www.star-telegram.com/news/politics-government/state-politics/article230697554.html> ... – NCTCOGTransportation (@NCTCOGtrans)



Thoughts?

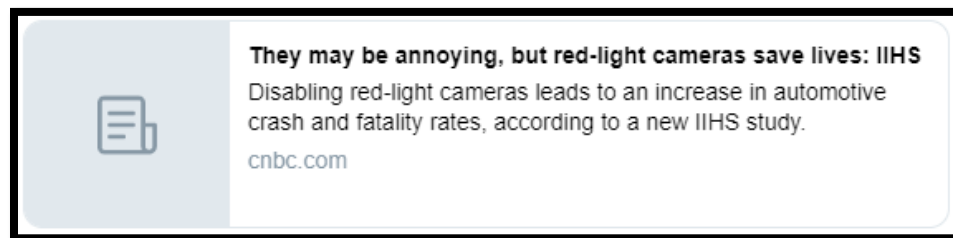
More people will die across the state because of this.

Red light cameras save lives.

IIHS studies found that the introduction of red-light cameras reduced violations by 40%.The cameras reduced red-light-running crash fatalities by 21%. – Loren S. (@txbornviking)



In those cities that turned off their cameras, the rate of fatal crashes involving a driver who sped through a red light was 30% higher per capita than if the cameras had remained functional – Loren S. (@txbornviking)



-fatal red light-running crashes in dropped 35% in 2004-08 versus 1992-96, compared to a drop of just 14% in the cities w/o red light cameras

<https://www.autotrader.com/car-reviews/study-confirms-red-light-cameras-save-lives-78310> ... – Loren S. (@txbornviking)



- the overall rate of fatal crashes at intersections w/ signals dropped 14% in the cities w/ cameras versus 1992-96, but actually went up 2% in cities w/o cameras – Loren S. (@txbornviking)

Red light cameras save lives. Banning them means more people WILL die.

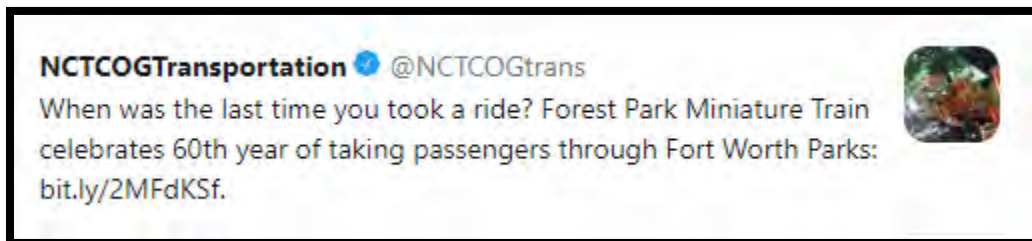
More dead mothers, fathers, brothers, sisters, grandparents, aunts, uncles, cousins, friends.

Blood on the hands of @GovAbbott and those who voted to make this happen. – Loren S. (@txbornviking)

Nearly 4,000 people died on Texas roads last year. You'd think we'd be trying to bring that number down, not implementing policies guaranteed to increase it.

The poison of our #autocentric culture. – Loren S. (@txbornviking)

2. 60years of wonderful! – Loren S. (@txbornviking)



3. I was a (crash) investigator in 1997 when NHTSA kicked off the “Crashes Aren’t Accidents” nationwide campaign. Texas subsequently changed the ‘A’ Word to “crash” on report forms. Drunk, drugged, and distracted drivers don’t have accidents – they CRASH.

#CrashNotAccident – Rob Severance (@ChiefSeverance)



I worked for a PI attorney for a year. The two things I learned: carry as much personal injury and uninsured motorist insurance as you can afford, it probably won't be enough; "accidents" rarely are, the vast vast majority are caused by one party being negligent for even a sec. – Deadpurl (@knightonepurrtoo)

### **Facebook**

1. Closing out the 2019 Traffic Safety Conference #TSC19 with sobering statistics reminding us of our ultimate goal of zero deaths in our roadways. #EndTheStreak #RoadToZero

Please, share these #EndTheStreak resources from Texas Department of Transportation

<https://www.txdot.gov/inside.../media-center/.../end-streak.html>

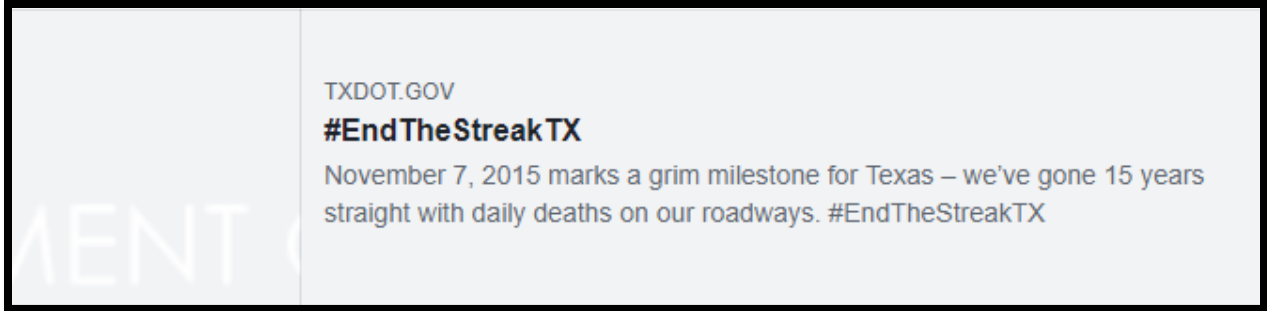
Please share:

Houston TranStar

HGACmpo

Alamo Area Council of Governments (AACOG)

NCTCOG Transportation Department – Texas A&M Transportation Institute



2. It's official: Red-light cameras are out (though some may hang around awhile). Thoughts? <https://www.star-telegram.com/.../state.../article230697554.html> – NCTCOG Transportation Department



#Vision\_n+1 – Michelle Whalen Agriesti

Too bad! I had heard that one of the leading causes of ER visits had been people running red lights, now we may see a return... please slow down out there, we'll all get to Saturday night at the same time anyway... AND, watch out for bicycles... please! – Howard Maher

3. The commute home can be stressful. Lighten it up by changing the Waze navigation app to Cookie Monster's voice for the day! – NCTCOG Transportation Department



This is greatness! Didn't know it was an option. – Kelli Gilbert-Brosig





125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

May 30, 2019

Mr. Michael Morris  
 Director of Transportation  
 North Central Texas Council of Governments  
 PO Box 5888  
 Arlington, TX 76005

RECEIVED

JUN 07 2019

TRANSPORTATION

Re: Loop 9, Segment A: US 67 to IH 35E

Dear Mr. Morris,

In 2009, the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA) initiated the Loop 9 Southeast Draft Environmental Impact Statement (DEIS) from Interstate Highway (IH) 20 to United States (US) 287. Prior to completing this study, in 2012, TxDOT began the Loop 9 Southeast Corridor/Feasibility Study of a revised Loop 9 concept from US 67 to IH 20. The intent of this study was to develop a program of shorter, independent projects to advance into the NEPA process based on mobility needs, engineering and environmental data, and coordination with local and resource agencies. As a result of this study, the subject project was developed: Loop 9, Segment A from US 67 to IH 35 East (E) (Project Vicinity Map included). In the Spring of 2019, TxDOT intends to publish a Notice of Intent which signifies that TxDOT will start the work preparing the EIS for Loop 9, Segment A. The EIS may use and rely on the planning studies previously prepared.

Your agency has been identified as an agency that may have interest in the proposed project due to the potential impacts of the proposed Loop 9, Segment A project. With this letter, we extend your agency an invitation to become a Participating Agency with TxDOT in the development of the *DEIS and FEIS* for the subject project. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project. Participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

Please respond to TxDOT in writing with an acceptance or denial of the invitation within three weeks from the date of this letter. If your agency declines the invitation; in the response, please state the reason/reasons for declining the invitation. If you choose to decline, please specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; or
- Does not intend to submit comments on the proposed project.

If you have any questions or would like to discuss in more detail the proposed project for Loop 9 or our agencies' respective roles and responsibilities during the preparation of the Loop 9 EIS, please contact Matthew Atkinson, P.E., at 214-320-6154.

OUR VALUES: People • Accountability • Trust • Honesty

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

An Equal Opportunity Employer

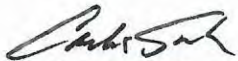
Mr. Michael Morris

2

May 30, 2019

Thank you for your cooperation and interest in this proposed project.

Sincerely,

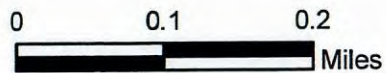
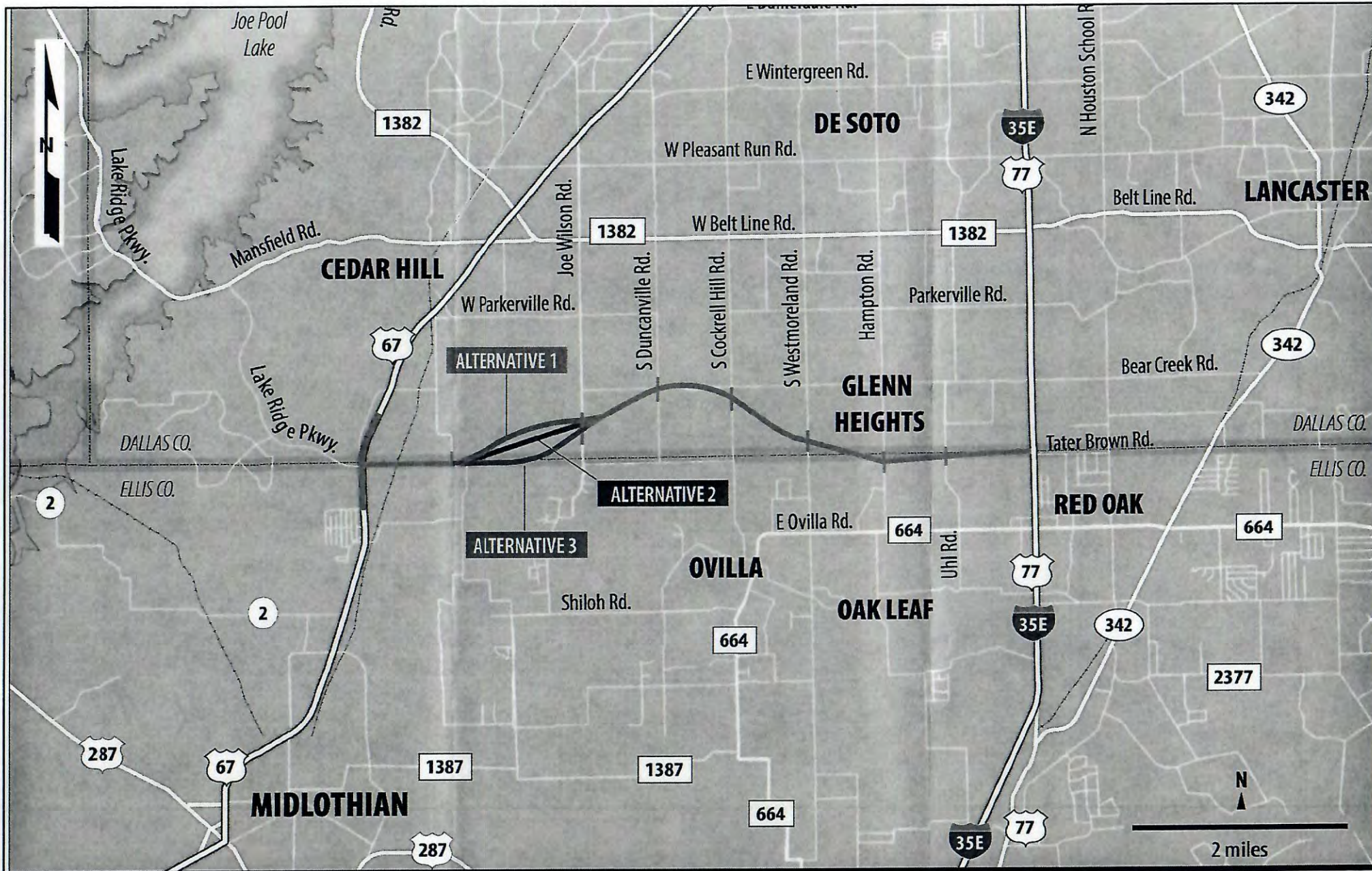


Carlos Swonke, P.G.

Director of TxDOT Environmental Affairs Division

Enclosures





**LOOP 9, SEGMENT A: US 67 TO IH 35E**  
VICINITY MAP



FIGURE 1

DALLAS & ELLIS COUNTIES, TEXAS

MAY 2019



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

June 12, 2019

Blue Zones, LLC  
323 N. Washington Ave. 2nd Floor  
Minneapolis, MN 55401

Re: Letter of Commitment - Unilever's Degree Deodorant and Blue Zones #MadeToMove Grant Program

To Whom It May Concern:

On behalf of the Regional Transportation Council (RTC), which serves as the policy making body for the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, I am pleased to support the City of Richardson's Greenville Avenue Road Diet Project for the Unilever Degree Deodorant and Blue Zones #MadeToMove Grant Program.

As the MPO, the North Central Texas Council of Governments' (NCTCOG) Transportation Department is committed to partnering with the City of Richardson in its efforts to see the Greenville Avenue Road Diet implemented. NCTCOG believes in increasing active lifestyles through policy and on-the-ground efforts and is committed to implementing this active transportation project with the City of Richardson's Development Services Department, Health Department, and Transportation & Mobility Department.

The RTC and NCTCOG work closely with regional, state and federal partners to plan and recommend transportation projects that will improve mobility and encourage more efficient land use, all while minimizing the impact on the region's air quality. In addition, NCTCOG coordinates the regional Bicycle and Pedestrian Advisory Committee and helps fund various active transportation planning and infrastructure projects in the region.

NCTCOG commits to providing technical assistance on the Greenville Avenue Road Diet Project and looks forward to the opportunity to partner with the City of Richardson along with Blue Zones, LLC, and Degree to make Richardson a more activity-friendly community. If you have any questions, please contact Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241.

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

RH:al

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



## The Hyperloop Has Taken a Detour

It was supposed to be the future of transportation. For now, it's borrowing ideas from the past.

For transportation nerds, Elon Musk's Hyperloop holds a special place in the imagination. Progress in the space usually involves incremental steps to suit the places we've already built. Road tolls and electric scooters are what passes for exciting. The Hyperloop, as described by Musk in a 2013 white paper, is a 760 mph leap that promises whole new patterns of settlement and activity to follow behind it.

The real Hyperloop will be powered by magnets, but so far it has made its way through the world propelled by hot air. Credulous, click-chasing reporters have broadcast the claims of various Hyperloop entrepreneurs who have run with Musk's idea of shooting pods through a sealed tube at high speeds, and local governments have gone right along with it. A working full-scale Hyperloop is still years away from reality, but I, for one, already feel like I've been taken for a ride.

Last year, I checked in with Hyperloop Transportation Technologies, a company that hopes to pioneer terrestrial transit at the speed of sound using a cadre of far-flung engineers collaborating on Google Docs. It has been two-plus years since HTT's co-founder told Wired, "We've solved all the technical issues," but the team has yet to test a full-scale prototype. That hasn't stopped HTT from getting government funding from Ohio to the Chinese hinterland.

Something interesting is happening as HTT and other firms move forward with their plans: The Hyperloop is starting to look more familiar than space-age. The HTT car, for example, is not the bobsled-size carriage imagined by Musk, but closer to the size of a needle-nosed Shinkansen train car. That design choice brings the idea of Hyperloop infrastructure away from Musk's initial vision of a nimble, easy-to-build pipeline and closer to the costly, time-consuming right-of-way whose pursuit characterizes the construction of roads and railways.

The vehicle isn't the only part of the Hyperloop that's coming to resemble more traditional transportation options.

Recently, I sat down with Josh Geigel, the co-founder and chief technology officer of Virgin Hyperloop One, the more serious Hyperloop venture. What Hyperloop One has going for it is an actual test track where reporters have been invited to watch a pod achieve speeds of 240 miles per hour.

But that's just the technology. As a transportation solution, Hyperloop One is starting to lay down some parameters on what will and won't work. (It may be the influence of CEO Jay Walder, who ran transit systems in Hong Kong and New York.) Carrying small numbers of people, as the initial concept aimed to do? "I can't imagine a system moving less than 4,000–5,000 people an hour and paying for itself," Geigel said. Routes stretching across the country? The sweet spot, said Geigel, would be under 200 miles.

When Geigel outlined how his tubes would load up 16,000 passengers per hour on its first projected route near Mumbai—a carrying capacity approaching the Tokyo–Osaka Shinkansen, the world's busiest high-speed train line—he explained that the system would launch "convoys" of "pods" that would leave the hub together and wind up in different destinations.

In short, Hyperloop One's project is beginning to sound a bit like a high-speed rail line. Not coincidentally, Geigel is now estimating the system costing 60 to 70 percent the cost of high-speed rail—not, as Musk once projected, 10 percent or less.

No one is making more Hyperloop plans than Musk, whose Boring Company has committed with varying degrees of seriousness to build tunnels under Washington, D.C., Chicago, and Los Angeles.

But at the prototype tunnel in the company's L.A. headquarters, the model has evolved from tunnels carrying cars on skates to, well, a kind of infernal transportation Cat-Dog.

Aaron Gordon at Jalopnik sums it up:

Yes, for those keeping score, in a mere two years we've gone from a futuristic vision of electric skates zooming around a variety of vehicles in a network of underground tunnels to—and I cannot stress this enough—a very small, paved tunnel that can fit one (1) car.

<https://slate.com/technology/2019/05/elon-musks-hyperloop-is-borrowing-ideas-from-trains-and-cars.html>

# Gov. Abbott signs bill banning red light cameras in Texas

By Anna M. Tinsley and Tessa Weinberg, Fort Worth Star-Telegram

*Austin*

With a swipe of his pen, Gov. Greg Abbott signed a bill Saturday that bans red light cameras in Texas into law.

In a video posted to Twitter, Abbott gave people a close-up look at the last step a bill needs to become law: his signature.

“Hi, Governor Greg Abbott here at the capitol on Saturday, signing bills,” he said.

And just a few seconds later, Abbott held up the bill with his signature as proof. With that, the bill, “is now law,” Abbott proclaimed.

Critics have long said the cameras violate the U.S. Constitution and lead to rear-end accidents. Supporters maintain that they make the streets safer and generate needed money for cities and the state.

State lawmakers have proposed, unsuccessfully, turning off these cameras through the years since they became legal in 2007.

But this year, the push to ban these cameras gained new life after Texas Gov. Greg Abbott weighed in on the issue, last year writing in a report that the cameras are costly, “pose constitutional issues” and “Texas should ban the use of these devices.”

House Bill 1631 by state Rep. Jonathan Stickland, R-Bedford, was approved by the House and Senate in the last weeks of the legislative session that ended on Memorial Day.

This is the first bill Stickland has passed through the Legislature since he took office in 2013. He quickly tweeted a request to the governor.

“The bill to ban red light cameras just passed the Senate and is headed your way @GregAbbott\_TX,” Stickland tweeted May 17. “Would love your quick signature on it so we can restore our Constitutional rights!”

## Red light cameras

Vehicles entering intersections monitored by the cameras are photographed if they enter after the light has turned red. After an offense, a \$75 ticket is mailed to the car’s owner.

Residents in several cities, including Arlington, already have voted to remove the cameras from their communities.

In Fort Worth, there are 58 red light cameras at 44 intersections. The city contracts with Verra Mobility, formerly known as American Traffic Solutions, to run the cameras.

An amendment added to the bill lets cities keep operating the cameras until their contracts with vendors expire. Fort Worth’s red light camera contract expires in 2026.

But Fort Worth residents may see the cameras disappear sooner than that. City attorney Sarah Fullenwider told the Star-Telegram earlier this week that the city's contract with the vendor that operates the cameras would end as soon as Abbott signed the bill.

A second amendment added to the bill prevents county and state officials from refusing to register a vehicle because the owner has unpaid red light camera tickets.

Some Texas counties, including Dallas County, flag accounts with unpaid red light tickets and prevent those vehicle registrations from being renewed until the tickets are paid.

In Tarrant County, Tax Assessor-Collector Wendy Burgess has said people who have a flagged account may go to any of the eight tax assessor collector offices and renew their registration in person, no matter how many unpaid red light tickets they have.

<https://www.star-telegram.com/news/politics-government/state-politics/article230697554.html>



## **Soon you'll be able to ride TEXRail from Fort Worth all the way to Plano. Here's how.**

By Gordon Dickson, Fort Worth Star-Telegram

TEXRail is already a popular commuter train service that opened in February, connecting riders from downtown Fort Worth to DFW Airport.

Now, imagine if you could take that train all the way from Fort Worth to Plano.

There's a strong chance you'll be able to do that starting in 2022.

Currently, TEXRail, which is run by Fort Worth's transit agency, Trinity Metro, goes no further north than DFW Airport's Terminal B. But Dallas Area Rapid Transit, which provides public transportation for the eastern part of the Metroplex, is aggressively building a project known as the Cotton Belt Line, which will pick up where TEXRail leaves off.

The Cotton Belt Line, which is scheduled to open by late 2022, will run from TEXRail's terminus at DFW Airport all the way to Plano.

The move essentially will double the amount of territory covered by TEXRail, which already serves 27 miles in Fort Worth, North Richland Hills, Grapevine and DFW. DART's Cotton Belt line will add another 26 miles in Coppell, Dallas, Carrollton, Addison, Richardson and Plano.

On Monday, DART officials announced that they had reached a deal to buy Cotton Belt cars from Stadler U.S., a Salt Lake City-based arm of Switzerland railroad vehicle manufacturer Stadler Bussnang. The move, worth an estimated \$119 million according to the publication *Railway Age*, ensures that the TEXRail and Cotton Belt cars are interoperable on the same tracks.

But, for those who desire to take the train from Fort Worth to Plano, your journey probably will require a transfer.

Passengers arriving at DFW Airport on TEXRail will need to disembark their rail car and transfer to DART's Cotton Belt Line at either the DFW North Station (north of the airport's terminals, in a runway clear zone), or the DFW Terminal B Station (on the ground level of the terminal).

Right now, although both Trinity Metro and DART are buying their cars from Stadler, it doesn't look like representatives from the two agencies have an interest in running the red and blue TEXRail cars all the way to Plano, nor the yellow DART rail cars all the way to Fort Worth. Instead, they will meet in the middle at DFW Airport, and let their passengers transfer from one set of trains to the other.

The Stadler FLIRT cars are designed to provide a smooth passenger ride comparable to many metro services in Europe, while also meeting U.S. safety requirements to operate on freight railroad tracks.

The rail cars are self-propelled and operate on diesel-powered electrical generators. They also feature level boarding at stations, which makes it much easier for people with wheelchairs, strollers and other mobility devices to board the trains.

<https://www.star-telegram.com/news/traffic/honkin-mad-blog/article231119208.html>

## **Panther Island review nears completion. What will it mean for the project's future?**

**BY LUKE RANKER**

June 06, 2019 05:45 AM

An independent assessment of the Trinity River project called Panther Island has led to at least a dozen key findings, but reviewers so far have found no red flags with the \$1.17 billion flood control effort.

Riveron, a Chicago firm with a Dallas office, has been digging into Trinity River Vision Authority documents and interviewing key staff since mid-April. Fort Worth officials are hopeful the review — meant to study the project's feasibility, funding and management — will help the project land more than \$500 million needed from the federal government to complete a bypass channel in the river near downtown. It was done in lieu of the cost-benefit analysis normally required.

Kevin Ruiz, a Riveron representative, said the review was nearly complete and the company would begin formulating a series of recommendations related to its findings. He spoke generally Wednesday without providing major detail, but a full report will be provided July 10. No malfeasance or signs of wrongdoing have been found, he said.

Ruiz said Riveron would suggest refocusing messaging about the project.

Originally conceived as a flood control effort, much of the attention has been centered on how a bypass channel would create an 800-acre island downtown poised for development. Ruiz said the authority needed to return to a focus on “flood control and public safety” in branding.

The Army Corps of Engineer's Central City Project, often called the Panther Island project, requires the Corps to cut a bypass channel in the Trinity River north of downtown Fort Worth, forming a roughly 800-acre island. The channel is part of a flood control effort aimed at protecting about 2,400 acres while allowing some of the city's levees to come down.

The project received roughly \$60 million under previous administrations. Congress approved \$526 million for it in 2016. That money is expected to be doled out over several years but wasn't included in the last two federal budgets.

Though looking into federal funding options was not a part of the original scope of Riveron's review, Ruiz said the firm has considered the need for funding and will present a suggestion for

the right path to secure it. He stopped short of saying its assessment would guarantee federal dollars would flow again, but said there would a “very sensitive series of conversations” about obstacles to funding.

Riveron’s findings will also indicate the authority lacks a robust contingency plan, likely because it is set up as a coordinating body, not a management body, he said. Ruiz said “substantial room for improvement” existed with the authority’s management and transparency, but further details were not made available Wednesday.

Ruiz was complementary of Trinity River Vision Authority staff, including general manager J.D. Granger, son of U.S. Rep. Kay Granger. Staff had been “nothing but helpful, nothing but generous with their time,” he said, making the review move quickly.

Because Riveron’s review has been speedy, it might come in under the \$466,222 budgeted.

Meanwhile, Texas Department of Transportation officials and the contractor building the [three bridges that will span the channel](#) are still working to clarify their completion dates.

The White Settlement Road bridge is expected to be done first, in August or September 2020, followed by North Main and Henderson Streets between February and May 2021.

Progress is being made, said Doug Rademaker, a senior projects manager with the city. Crews have finished 16 of the 20 unique V-piers, leaving only four on Henderson Street left.

Read more here: <https://www.star-telegram.com/news/local/community/fort-worth/article231223468.html#storylink=cpy>

# Residents, officials voice opinions about TxDOT's US 380 bypass option in Collin County

By **Cassidy Ritter** | 7:58 am June 5, 2019 CDT

The recommended alignment released in early May for US 380 provides direction toward solving one of the most-congested roads in North Texas but very few people are happy about it.

Many residents who aligned themselves with one of the five earlier options are now on the same side—in opposition of the bypass route preferred by the Texas Department of Transportation. Even city and county officials are weighing in with alternatives, though the final decision rests with TxDOT, which controls the state roadway.

McKinney Mayor George Fuller said TxDOT's alignment "makes no sense" and is "a horrible attempt to create regional mobility."

TxDOT Public Information Officer Ryan LaFontaine said the agency wants to work with everyone to find the best solution to US 380. Doing nothing is still an option, he said.

But traffic congestion in fast-growing Collin County is only expected to get worse. An average of 46,200 daily vehicles are expected to travel US 380 by 2045 if nothing is done to the roadway, according to TxDOT. This compares to an average of 31,303 cars on US 380 in 2016, according to TxDOT.

Work on the roadway is not expected to begin for another six to 10 years. Construction is expected to take another 20 years.

## History

Talk about ways to alleviate traffic congestion on US 380 began in April 2018, when TxDOT presented five proposed alignments for the roadway. Those were narrowed to two in October 2018. In March, residents learned about two new proposed bypass segments being considered for US 380 in Collin County.

On **May 6**, TxDOT recommended a bypass option. This recommended alignment is estimated to cost nearly \$2.6 billion, according to documents. This alignment will impact or displace 74 businesses and 90 residential properties. Roughly 220 acres of planned future development and 655 acres of environmental, watershed and parkland will be impacted, according to TxDOT. The bypass alignment is recommended because it offers the best east-west mobility in central Collin County, according to a TxDOT presentation.

- RELATED

## **D&L Farm and Home in McKinney strives for positive customer experience**

After a trip to his local feed store, Dean MacElroy developed a dream of opening his own business that focused... >

City staff and residents said they are left with a lot of questions about TxDOT's preferred bypass, including where the exact alignment will be located. TxDOT officials said details about the alignment will be determined during the environmental study.

Residents have been vocal from the beginning. According to TxDOT, more than 18,300 comments and surveys were submitted during comment periods after public meetings from spring 2018-May 2019. Officials say this is "far greater" than any previous outreach efforts in the Dallas region and possibly in the state.

"We work every single day talking to TxDOT," Tucker Hill resident Kim Carmichael said. "... We want to make sure we're staying on top of what's going on."

### **Effects on future development**

The recommended alignment will affect future development in McKinney, although specifics are still unclear.

When City Council approved its 2040 comprehensive plan in October, city staff included alternative land-use scenarios dependent upon which US 380 route TxDOT selected. During this time, five alignment options were still being considered.

"From a staff standpoint, we are still waiting to see where [the US 380 alignment] is before we make a lot of drastic changes to our plans," city Director of Engineering Gary Graham said. "There are obviously some projects we are being very careful [about] during the design phase ... knowing that there could potentially be a bypass."

When there is more clarity about the alignment and what will be done to improve congestion, staff will use a travel demand model and update the master plan, Graham said.

For growth north of US 380, Planning Manager Aaron Bloxham said the city will have conversations during predevelopment meetings to ensure people know about the potential bypass. He said land uses determined in the 2040 plan are unlikely to change at this time.

Council Member Scott Elliott said it is council's role to help with damage control because the alignment affects a lot of people in McKinney.

### **Reaction to recommendation**

Many residents who were previously in support of one of the five options have now joined together to oppose TxDOT's recommended alignment.

Some said TxDOT's alignment will negatively impact their neighborhoods, including Tucker Hill, Stonebridge Ranch, Walnut Grove and Heatherwood.

Janet Anders, a Walnut Grove resident and member of the group Fix 380 on 380, said she is telling people to contact officials about the alignment and let their voices be heard.

"We're where we were in October of 2017 with a route that nobody's happy with," Anders said. "We're just kind of waiting to see what's next."

The Stonebridge Ranch Homeowners Association also sent an email to residents stating the board of directors "unequivocally" opposes the option presented by TxDOT.

Others, such as McKinney resident Charis Young, said the bypass will relieve congestion on US 380 by allowing semi trucks and commuters to go around the city. Young, who owns All About You Texas Concierge Services, said she used to commute to Decatur and take the SH 288 loop around Denton.

"It probably cut 45 minutes off my drive time because trying to go through Denton and hitting every single light was just maddening. So I understand why a bypass works," she said.

### **Next steps**

TxDOT has a lot more to do before any dirt turns on improvements to US 380. The agency will conduct an environmental study and create design schematics will be done on all options TxDOT deems viable.

The environmental study will look at historic places, cemeteries and wetlands that might be affected by the alignment. The environmental study is expected to take two to four years to complete, LaFontaine said in an email.

The alignment presented May 6 may also slightly shift during the study, LaFontaine said.

Right of way acquisitions will take place during the environmental study, according to LaFontaine. He said the acquisitions and securing sources of funding will take three to five years to complete.

Once the environmental study is complete, a final design, construction plans and cost estimates will be determined.

"It's not an option to do nothing," Fuller said at a [town hall meeting May 14](#). "We have to do something. We don't have a choice."

## Uber will test unmanned aircraft at Fort Worth Alliance Airport's new technology zone

By Gordon Dickson, Fort Worth Star-Telegram

### FORT WORTH

Uber and other companies have a new place to test their driverless — and pilotless — technology in Fort Worth.

The well-known ride-sharing company — which aims to develop an Uber Elevate air taxi system at DFW Airport and Frisco by 2023 — is among the key players in a new mobility innovation zone at Fort Worth's Alliance Airport.

Hillwood, the company that created the massive AllianceTexas development in far north Fort Worth, announced the creation of the innovation zone Monday.

The company says Uber and many other partners who already have a presence at AllianceTexas will be able to collaborate as they develop automation technology for driverless cars and aircraft.

The announcement comes just ahead of a two-day Uber Elevate summit in Washington, where company officials are expected to update business and political leaders about the status of its plans to develop an urban air taxi service.

Another company with a strong presence in far north Fort Worth, Deloitte, will be directly involved in the innovation zone, officials said. Deloitte, which is known for providing accounting services to its partner companies, will provide a "mobility global practice team" that will develop a business model for the zone, officials said.

Initially, the mobility innovation zone will be housed in office space formerly occupied by Bell, the Fort Worth-based helicopter manufacturer.

Mike Berry, Hillwood president, says he envisions the innovation zone becoming a much higher profile component of the business offerings at Alliance Airport in the next few years.

"Over the next two to five years, it has the ability to really evolve into something much more visible, much more high-profile in the sense that it hopefully will attract more of the innovators and manufacturers of automated trucks, cars UAVs (unmanned aerial vehicles)," Berry said in an interview.

Alliance Airport, which opened in 1989 as the first-of-its-kind, privately-run airport, has the advantage of having regulated air space available for unmanned technology research, Berry said. The airport features 26,000 acres of commercial and industrial space — including an inland port, BNSF Railway's intermodal yard and many other freight companies such as FedEx's Southwest Regional Sort Hub and Amazon Air's newest regional air hub.

Scott Corwin, managing director and global future of mobility practice leader at Deloitte Consulting LLP, described the zone as a "transportation innovation sandbox."

"AllianceTexas offers a unique platform to test and scale integrated mobility solutions — both on the surface and in the air," he said in a statement. "Beyond our role in developing the initiative

with Hillwood, Deloitte professionals will have exposure to this effort, since our national leadership center – Deloitte University, where we grow the world’s best leaders and incubate idea generation and breakthrough thinking – is located at AllianceTexas.”

The area is also home to the Federal Aviation Administration’s Southwest Regional Headquarters.

Wyatt Smith, head of business development for Uber Elevate, said “AllianceTexas offers a big canvas to develop, test, and refine our advanced mobility technologies to create next-generation transportation options for the growing population of Dallas-Fort Worth.”

<https://www.star-telegram.com/news/business/growth/article231384643.html>



# **An open letter to the mayor-elect: Here are 10 ways to make Dallas better**

By Mark Lamster, Architecture Critic (Posted by Dallas Morning News)

Dear Mayor-Elect Johnson:

Congratulations on your election victory, and making it through a challenging campaign. But I hope you didn't find it too challenging, because now your troubles really begin. This weekend's flash storm, leaving trees down and power out across the city, is a good premonition of what you're in for.

You ran on a platform of bridging divides and improving civic decorum, both laudable goals; but now the rubber of those ideals will hit our deeply scarred roads. Getting along for the sake of getting along isn't always a winning formula; many of our civic problems are the result of a ruffle-no-feathers attitude. So, sure, let's keep things polite, even when push must come to shove.

In that spirit of comity and cooperation, let me offer you a short to-do list of items that demand your immediate attention. Call it a blueprint for the city's future.

## **1. Fix the sidewalks**

Crumbling streets and roads should be repaired, but we must also address the dire state of Dallas sidewalks — where they even exist. Cracked, cluttered with detritus, too small, and always placed in deference to the automobile, our sidewalks are a civic disgrace. Dallasites want a more walkable city, and the first step — literally, the first step — is prioritizing the sidewalk. The city should be for people, not machines.

## **2. Build dedicated bike lanes**

You gamble with your life every time you bike on Dallas streets. If the potholes don't get you, the speeding traffic will. That's why we need dedicated, protected bike lanes. Also, if we had better alternative transit infrastructure, all those bikes and scooters wouldn't be clogging the sidewalks. Their presence is more a symptom of a problem than the problem itself.

## **3. Housing. Housing. Housing.**

This whole letter could be devoted to housing. The city needs more housing for the homeless, and it needs more affordable housing, and it needs it all across the city. In San Francisco, every large residential development must include a certain proportion of affordable housing. That's the kind of solution we need here. And while we're building, we need to protect our neighborhoods from the displacements that come with rapid gentrification.

## **4. Expand preservation protections**

Dallas needs to understand that preservation is an economic engine for the city and not an attack on property rights. It's well past time for the city to expand its demolition delay ordinance beyond the downtown core, and to think proactively about the expansion of historic protections across the city.

## **5. Build the Trinity Park**

It took a long time to get here, but the dreaded toll road is finally a goner, and we now have a legitimate plan for the kind of transformative park between the Trinity levees that Dallasites deserve and have long wanted. Building it will be a challenging process, and it is your responsibility to lead that effort, and keep it moving forward.

#### **6. Fair Park, not fare park**

The city has privatized the operation of Fair Park, which is probably a good thing. But that doesn't mean giving up oversight. That means making sure it remains truly public, better integrating with its neighbors, and not shutting them out. It also means taking care of the city's crown architectural jewel, which is in dire need of restoration.

<https://www.dallasnews.com/arts/architecture/2019/06/10/open-letter-dallas-mayor-elect-eric-johnson-10-ways-make-dallas-better>

## **TEXRail was \$90 million under budget. Should Fort Worth's transit agency keep the money?**

By Gordon Dickson, Fort Worth Star-Telegram

### *FORT WORTH*

Trinity Metro may already have nearly all the money it needs to extend the TEXRail commuter train service two additional miles and to open an additional station at Fort Worth's medical district, officials said.

Officials from Fort Worth's transit agency say they completed the initial 27 miles of track from downtown Fort Worth to DFW Airport \$90 million under budget.

TEXRail opened to the public in January, but until now Trinity Metro officials — still paying their final bills for the commuter rail project — hadn't specified precisely how much money they thought they would have left over.

That \$90 million in federal funding would cover about 90 percent of the amount needed to extend the train tracks, which currently terminate at downtown's T&P Station, an additional two miles to a proposed station at Mistletoe Boulevard, said Bob Baulsir, Trinity Metro president and chief executive officer.

Typically, unspent federal funds would go back into a pot of money for other transit projects in cities across the U.S. Competition for these dollars is incredibly stiff, with cities often waiting years to get their hands on the money needed to build passenger rail lines.

But Baulsir and others at Trinity Metro want to keep their \$90 million in Fort Worth.

Baulsir is asking the North Central Texas Council of Governments to write a letter to the Federal Transit Administration supporting the proposed TEXRail extension.

"Nearly 40,000 people are drawn each day to the Fort Worth Medical District to work in the hospitals, clinics, treatment centers, and other businesses there," Baulsir wrote in a May 30 letter to Michael Morris, transportation director for the North Central Texas Council of Governments. "That district is home to some of the finest medical facilities anywhere."

The council of governments is the DFW region's official planning body, and includes the Regional Transportation Council, which will hear more details about Baulsir's request Thursday during its regular monthly meeting in Arlington.

The medical district has a \$5.5 billion annual impact in Tarrant County, according to a 2014 University of North Texas study.

<https://www.star-telegram.com/news/traffic/honkin-mad-blog/article231472638.html>

## **Amtrak's Heartland Flyer runs from Fort Worth to OKC. How did the train get its name?**

By Gordon Dickson, Fort Worth Star-Telegram

### *FORT WORTH*

When Amtrak re-launched passenger rail service from Fort Worth to Oklahoma City in 1999 after a 20-year hiatus, a contest was held to name the route.

Katie Moore, then 11 years old, came up with the winning entry — Heartland Flyer.

Now 31 years old, Moore took a trip on the Heartland Flyer Friday to celebrate the 20th anniversary of the route, which typically takes four hours and includes stops in Gainesville and the Oklahoma cities of Ardmore, Paul's Valley, Purcell, Norman and finally OKC.

She and husband Steve Haivala boarded the train with sons Hayden, 10, and Max, 5, and daughter Halle, 8.

These days, Moore is mostly a stay-at-home mom at her home in Oklahoma City, but also finishing her business degree.

She remembers the name Heartland Flyer coming to her naturally.

### **"We're the Heartland"**

"I knew trains had been called flyers a lot in the past, and we're the Heartland. It just seemed like an obvious choice, so that's what I went with," Moore said.

She and her family arrived in downtown Fort Worth, where they planned to spend a few hours sightseeing before returning to the train for the trip home.

Moore learned of the contest through one of her elementary school classes. The naming contest was sponsored by then-Sen. Don Nickles, whose office received more than 500 entries.

Moore also remembers being surprised by the media attention. A YouTube video shows her christening the Heartland Flyer by breaking a bottle made of sugar and containing confetti — a prop shaped just like a champagne bottle — across the railing of the rear car, in front of dozens of onlookers in her hometown. She then declared: "All aboard the Heartland Flyer!"

"I had never been through something like that before, but obviously for an 11-year-old it was extremely exciting," she said.

Although the nationwide Amtrak network is often criticized for requiring federal funding, the Heartland Flyer stands out as a symbol of success.

### **Expansion ahead?**

The genius of the route seems to be in its simplicity. The train features only two coach cars and a snack bar.

It carries an average of 184 riders per day — nearly a sell-out considering only two coaches are used, said Peter LeCody, president of the non-profit Texas Rail Advocates. In all, LeCody said, there were 67,218 passengers on Heartland Flyer last fiscal year.

It runs on time most of the time, using BNSF Railway tracks cutting through Fort Worth's north side.

And, the costs of the Heartland Flyer are subsidized by the states of Texas and Oklahoma, for a total of about \$5 million annually.

The route is also soon be expanded. A proposal to add a second daily service is under consideration, LeCody said.

And, Amtrak officials say, new cities may be added.

"We are actively working to bring on Kansas as a partner by extending the service north to Wichita and Newton," Amtrak spokesman Marc Magliari said.

Until 1979, Fort Worth and Oklahoma City has been linked by the Lone Star, a Chicago-to-Galveston Amtrak route that was the victim of federal budget cuts.

Today, Heartland Flyer passengers arriving in Fort Worth can connect to the Amtrak Texas Eagle, which offers daily service north to Chicago and south to San Antonio.

<https://www.star-telegram.com/news/traffic/honkin-mad-blog/article231640668.html>

## Hispanics account for 40% of D-FW population gain, but the fastest growth is among Asians

By Maria Mendez, Dallas Morning News

Hispanic, black and Asian residents continue to be major drivers of Dallas-Fort Worth's population boom, the latest U.S. Census data shows.

The Hispanic population alone accounted for 40.5% of D-FW's gains from 2017 to 2018, according to estimates released Thursday by the U.S. Census Bureau.

"The growth of the Hispanic population was a major contributor to the overall growth to the Dallas-Fort Worth metropolitan area," said Luke Rogers, Chief of the Census' Population Estimate Branch. "The area is growing rapidly in a lot of different race and ethnicity groups."

Black residents accounted for 25.3% of the region's population growth between July 2017 and July 2018.

While Asian residents contributed 20.7% of the overall growth during that same time period, the Asian population has had the fastest growth in the state, according to State Demographer Lloyd Potter.

Asian residents jumped from less than 4% of Texas' population in 2010 to over 5% in 2018, Potter said.

"Even though the numbers and the percentage of the population is small, that's a pretty dramatic increase over a fairly short period of time," Potter said. "The Asian population isn't growing more numerically, but in terms of its rate of growth, it's growing faster."

In the Dallas metro area, the Asian population grew by about 5% from 2017 to 2018 and has grown by roughly 56% since 2010, Rogers said.

It's factors like jobs, education opportunities and Texas' business-friendly nature that is making the North Texas region more attractive for Asians from such countries as China, India and Japan to come here, said Monique Wedderburn, director of the Asia Center at the University of Texas at Dallas.

Wedderburn said it's important to note that the Asian population is not one homogeneous community and that levels of education and wealth and attitudes vary by country of origin.

"They're business owners and consumers and they're contributing every day to the local economy. And something that's not talked about enough is how much political power they have and will continue to have as the community grows," Wedderburn said.

Texas' Asian population is now growing faster than in states like California and New York, where the number residents of Asian descent has historically been larger, said Karthick Ramakrishnan, a professor of public policy and political science at the University of California, Riverside.

This means the state and the U.S. Census will have to ramp up 2020 outreach, said Ramakrishnan, who also founded the website [aapidata.com](http://aapidata.com) for data on Asian-Americans and Pacific Islanders.

He said research shows Asian-Americans are among those who are least likely to respond to the census or can face barriers because of their immigrant or language backgrounds.

“We’re so used to thinking of the census as being a Latino issue, but it’s also an Asian issue,” he said.

The non-Hispanic white population also saw modest gains over 2018, but it only contributed 9.4% to the Dallas metro area’s growth, meaning the share of the white population is shrinking. This is also the case across the state, Potter said.

“When we look at Texas by the percentage of the population, the non-Hispanic white population is continuing to decline, even if the numbers aren’t declining,” he said.

These new estimates help confirm demographers’ predictions that Hispanics will become the state’s majority demographic sometime by 2022. It may even happen sometime before then, said Potter, who now estimates this major switch to occur “sometime between 2021 and 2022.”

Already we know that due to a higher fertility rate than white and black residents, Hispanics have played a key role over the past five decades in reshaping Texas’ demographics.

A large wave of mostly Mexican immigrants that moved to the U.S. over the course of 50 years helped Texas’ population grow and stay younger, though the latest census data shows the Hispanic population has aged slightly since 2010.

The median age for Texas’ Hispanic population increased from 27.6 in 2010 to 29.5 in 2018, but remained lower than the state’s non-Hispanic median age of 40 and combined median age of 35.8 for 2018.

For Dallas-Fort Worth, Dallas County had the youngest overall median age at 33.5 years, Potter said.

Latinos have also provided a steady workforce that in turn made the state attractive for businesses looking to resettle in the pro-business state.

Texas added about 3.5 million residents from April 2010 to July 2018. And North Texas added more than a million residents in that time, mostly due to natural growth as well as international migration.

“I think this shows that immigrants are the lifeblood of suburban cities’ economies,” Ramakrishnan said.

*Staff writer Obed Manuel contributed to this report.*

<https://www.dallasnews.com/news/census/2019/06/21/hispanics-account-40-d-fw-population-gain-fastest-growth-among-asians>



## Fear and loathing at the charging station: A road trip

By Ivan Penn, The New York Times (Posted by Dallas Business Journal)

*Editor's note: This story is available as a result of a content partnership with The New York Times. Subscribers will see stories like this every day on our website (and in our daily emails) as an added value to your subscription.*

LOS ANGELES — You've heard it many times, from automakers, the energy industry and government officials: Electric vehicles are the cars of the future, essential to the fight against climate change.

Yet that grand vision may founder on something most drivers take for granted: the pit stop.

Most electric cars need to be plugged in after they've traveled 200 to 250 miles — a much shorter distance than similarly sized gasoline vehicles can run on a full tank — and charging them can take an hour or more.

What's more, chargers are often missing in the places where people need them — like the parking lots and garages of apartment buildings, where residents have had to go to great lengths to top up their car batteries, even dangling extension cords from their balconies.

Changing consumer habits is difficult in the best of circumstances, but it is much harder when a new technology makes it less convenient to use something as essential as your car.

Eve Hogerheide, a teacher who lives in Sacramento, California, said she and her husband had considered buying an electric car but decided that charging it on trips to see her mother, who lives about 100 miles away, or to Los Angeles would be too big a headache.

"I just don't know how it would work," said Hogerheide, who shuttles two 11-year-olds and a 9-year-old around along with nieces and an exchange student in her Toyota Sienna minivan. "That's why I don't take that leap."

To better understand what life with an electric car is like, I hopped into a Chevrolet Bolt recently and traveled from Los Angeles to Las Vegas, a 540-mile round trip that many people make regularly.

The Bolt is the first in a lineup of electric cars that General Motors hopes to sell in the coming years. The hatchback, which costs about \$37,500 before federal and state tax breaks, can travel about 240 miles on a full charge, according to the Environmental Protection Agency. But for Bolts, as for other electric vehicles, experts generally recommend keeping it 30 to 80% charged for optimal battery life.

I rode with representatives of EVgo, a company that is building fast-charging stations across the country. On top of the eight hours or so that we were actually on the road, we spent close to 5 1/2 hours charging the car.

In one case, the Bolt could not accept the fastest charging speeds from the most powerful units. In another, the charger could not deliver the power as fast as the Bolt could accept it. It could have been worse: We always found a charger available, though more than once we got the last one, and drivers arriving after us had to wait.

The extended intervals allowed us — or forced us — to play tourist along the way. We wandered around Whiskey Pete's Casino at the Nevada-California border while our Bolt sipped

electrons. On another stop, we had lunch and checked out the World's Tallest Thermometer, a 134-foot oddity in Baker, California, near Death Valley.

We were not the only ones with time to kill. On our way to Las Vegas, we met Alina Yamaeva, a 27-year-old law student from West Hollywood, California, who was napping while her BMW i3 charged at an EVgo charger behind a J.C. Penney at the Mall of Victor Valley in Victorville, California, on Interstate 15.

Her 2-year-old car cannot charge as fast as more recent models — for each hour it was plugged in, the car's range increased by just 10 miles. All told, her i3 travels less than 120 miles on a full charge, though it also has a gasoline engine that can add 66 miles.

The limited range and the paucity of public chargers have made Yamaeva question her car choice. "I don't want a gas vehicle, but I'm wondering, should I get another electric vehicle?" she told me.

Heading back to Los Angeles, we met Tiaerra Young, a Chevy Bolt owner, at the same station. Though she was more satisfied with her vehicle, she was huddled under a blanket at 11 p.m. because it would take about an hour to charge her car.

Young estimated that it would take her and a friend a full day to get to Las Vegas from her home near San Francisco, a trip that would require about 10 hours in a conventional car. "It's been fun, though," she said cheerfully, noting that they had watched three movies at their charging stops, including Beyoncé documentary "Homecoming" and "The Emperor's New Groove."

## **Work in Progress**

Of the more than 270 million registered vehicles nationwide, only about 1.1 million are electric, with about half of those in California. That picture may change quickly: By 2025, about 7% of new vehicles sold in the United States are expected to be electric models, according to government projections cited by the Columbia University Center on Global Energy Policy. But as Young's road trip and mine demonstrate, these vehicles have a ways to go before millions of people will be willing to dump the internal-combustion engine.

Engineers haven't created batteries that can store as much energy as a gas tank or be filled as quickly. While costs have come down a lot, batteries remain expensive, adding to the cost of the car, and they degrade over time, which means maximum mileage might decrease.

These cars have been held back partly by decisions that automakers and other businesses have made. Companies have often gone their own way, rather than adopting universal standards. Tesla, for example, has built more than 1,500 charging stations around the world, but they can fill up only Tesla cars; Teslas can generally be fueled at stations built by other businesses.

There is not a single standard for plugs, so some electric-car drivers have to carry multiple adapters. Nor is there a single approach for how car owners pay for electricity, with some companies charging by the power consumed — as with a home utility bill — and others charging by the time spent at the charger.

Executives at automakers and charging companies argue that it is unfair to judge electric cars and charging stations based on their current limitations. Given a few years, they say, these vehicles will become as convenient as gas-fueled vehicles, if not more so.

Much is riding on that prospect.

Tesla, the company that turned electric cars into status symbols, has raised billions of dollars from investors, including more than \$2 billion in May, to build cars and charging stations. Volkswagen recently said it would invest more than 30 billion euros (over \$34 billion) by 2023 in electrifying its car lineup; the company is also spending \$2 billion on a network of charging stations called Electrify America. EVgo, which claims to have the largest fast-charging network in the United States, expects to secure more than \$2 billion in grants from state governments and environmental programs and raise an undisclosed amount from venture capital firms. And big oil companies like BP, Royal Dutch Shell and Chevron have invested in charging stations.

Most of the companies are losing money on these efforts, largely because of the upfront costs. To turn a profit, they will need many more people to buy electric cars and the electricity that powers them.

Charging on average costs \$10 for about 200 miles, depending on the car, or about half the typical cost of gasoline for that distance, according to AAA. Our experience was not as economical: We spent about \$67 on electricity, perhaps \$10 less than we might have on gas.

Charging stations typically receive their power from the electric grid, for which they pay local utilities, though some supplement that with energy from solar panels and batteries. And electricity rates fluctuate less than gas prices because they are subject to state regulation.

Tesla concluded that it would need to build its own charging stations to convince car buyers that they could “go anywhere,” said Drew Baglino, the automaker’s vice president for technology. Initially, the company offered free charging to Tesla owners, a perk no longer available to most buyers.

All told, the United States has about 24,000 public charging stations, with an average of fewer than three charging posts. By comparison, there are about 150,000 gas stations, some with dozens of pumps.

In addition to building more charging stations, auto and energy companies say, they are working to speed up charging.

Chargers are classified by how quickly they dispense electricity. A Level 1 charger is about as fast as a standard wall outlet and can take a day or more to fill a car battery, depending on the model. A Level 2 charger, akin to a 240-volt outlet used for dryers and other large appliances, can replenish a car battery in a few hours. Level 3 chargers can achieve similar results in a fraction of the time but can cost tens of thousands of dollars.

The fastest Level 3 public chargers available fill up electric cars like the Chevy Bolt, Nissan Leaf or Tesla Model S in 30 minutes to an hour.

Later this year, Porsche will start selling a Taycan for \$130,000 that it claims can be topped up in 10 minutes at newer, faster Level 3 chargers. Companies like EVgo and Electrify America have begun installing such chargers.

But in practice, car chargers are often much slower than their advertised top speeds, especially when many cars are plugged in at the same time. That’s because banks of chargers typically share a single power source.

John de Lancie, the Hollywood actor, didn't realize that limitation until he recently showed up at Tesla's charging station in Hawthorne, California, with his Model S for the first time. When he arrived, one charger was available among eight stalls. He was lucky. Tesla owners have been known to wait an hour or more for a charger to open up.

"It says five hours," de Lancie said incredulously to Tesla representatives. The company's staff quickly moved his car to a faster charger, called the V3, that was being tested at the station.

The actor, who played Q on the TV show "Star Trek: The Next Generation," said driving his new car was "a little like stepping into the future." But he added, "You do have to think about charging."

### **Where Should Chargers Go?**

One thorny problem is where to put chargers.

Industry and government officials agree that there should be chargers along highways to cater to people going long distances. Beyond those locations, the picture becomes murkier.

In suburban areas where people tend to have garages and access to 240-volt outlets, most people will charge electric cars overnight. But the needs will be different in urban areas, where many people live in apartments or condominiums.

Arturo Martin of Burbank, California, recently bought a Tesla Model 3. He said his building's homeowners association would not let him install a charger in the garage even though he was willing to cover the \$3,000 cost. So he is running an extension cord from his patio to the garage. And because he is using a standard wall outlet, it takes a day and a half to charge his car.

Martin, a retired veterinarian, said he was baffled by the association's decision. "They said it would deface the building," he said.

Charging companies recognize that there could be lots of people in Martin's situation and are working to cater to them.

EVgo, for example, has put many of its chargers in high-traffic locations, especially in Los Angeles and San Francisco. But the company is trying to make sure that people in disadvantaged and rural communities are not left out, said Julie Blunden, an executive vice president.

"We just can't build fast enough," Blunden said. "But there are things to consider. What makes sense? What are the ramifications for urban planning?"

EVgo aims to become profitable by persuading consumers to make public chargers a regular part of their lives. That is partly why the company recently reached a deal to put its chargers at a few Chevron gas stations in California.

Brendan Jones, chief operating officer of Electrify America, pointed out that the infrastructure for charging was cheaper and easier to build than the large tanks required for gasoline and diesel fuel. His company is trying to make them ubiquitous, believing that the demand will increase to justify the investment.

"I've put them everywhere," Jones said. "I've put them at malls. I've put them at Walmarts."

For their part, property owners say having chargers can help attract customers for other businesses. Macerich, a real estate investment firm that owns the Mall of Victor Valley, said it was adding charging stations at 23 shopping centers.

Some elected leaders have endorsed that “build it and they will come” approach and are even using taxpayer funds to advance it.

“It’s a very exciting moment in urban planning,” Mayor Eric M. Garcetti of Los Angeles said in an interview. For starters, his administration has put up more than 200 chargers that sell electricity for \$1 to \$3 an hour, depending on the location — sometimes substituting them for parking meters — and 43 others that are free to use.

Los Angeles and Indianapolis have approved electric-vehicle ride-share programs that have added their own charging networks. Cities like Stoughton, Massachusetts, south of Boston, have incorporated charging sites into their master plans. Mountlake Terrace, Washington, a Seattle suburb, requires developers to put charging stations at 1 percent to 10% of parking spots, depending on the type of land use.

And to encourage utilities to invest in equipment and power lines to supply charging stations, the California Public Utilities Commission and other state regulators have allowed companies to pass those costs on to their customers.

Garcetti says electric vehicles will be critical to addressing climate change. But he acknowledges that it is too early to know how quickly people will adopt the vehicles — and how their charging needs and habits will develop.

“A charging station, is it a social space?” he asked. “Does Starbucks become one of the great places for chargers?”

One thing is for sure, he said: “It’s still going to be wild, Wild West for a while.”

### **Los Angeles to Las Vegas and Back, by Electric Car**

Eight stops in 540 miles: Where and how long (times varied according to the type of charger available).

- 10:27 A.M.: Fontana Walmart; 30 minutes, 12 seconds
- 12:03 p.m.: The Mall of Victor Valley; 21 minutes, 42 seconds
- 2:07 p.m.: The World’s Tallest Thermometer; 57 minutes, 34 seconds
- 5:03 p.m.: Terrible Herbst, West Russell (Las Vegas); 25 minutes, 47 seconds
- 6:17 p.m.: Terrible Herbst, Southern Highlands (Las Vegas); 27 minutes, 30 seconds
- 7:30 p.m.: Whiskey Pete’s Hotel & Casino; 33 minutes
- 8:42 p.m.: The World’s Tallest Thermometer; 66 minutes, 27 seconds
- 11:30 p.m.: The Mall of Victor Valley; 59 minutes; 58 seconds

<https://www.bizjournals.com/dallas/news/2019/06/24/fear-and-loathing-at-the-charging-station-a-road.html>

## **Apple acquires self-driving startup Drive.ai**

Apple bought Drive.ai, an autonomous driving startup once valued at \$200 million, and has hired dozens of Drive.ai engineers, Apple confirmed to Axios on Tuesday.

Why it matters: The deal and hires confirm that Apple hasn't given up its autonomous driving project.

Details: The deal comes after Drive.ai talked with multiple potential acquirers, but in the end Apple won out. Apple also purchased Drive.ai's autonomous cars and other assets, sources tell Axios.

Drive.ai ceased operations within the last 2 weeks.

Apple's hires are mostly in engineering and product design, per a source.

The purchase price was not disclosed. Apple was expected to pay less than the \$77 million Drive.ai raised in venture capital, to say nothing of the \$200 million it was valued at two years ago, after its Series B round, Axios' Dan Primack reported recently.

The backdrop: Drive.ai's highlighter-orange vans ferried workers around a business park in Frisco, Tex., and shuttled fans in nearby Arlington to Cowboys games.

Drive.ai is laying off 90 workers in California, the San Francisco Chronicle reported. And the company employed many more in Texas.

The startup had been looking to be acquired since at least February, The Information reported earlier this year.

Apple's Drive.ai hires will join others Apple hired from rival autonomous car companies like Waymo and Tesla, according to The Information.

<https://www.axios.com/apple-buy-driveai-753da17d-60fe-44f9-84ff-1d2d82cd0b81.html>

## **Elaine Chao comes to town bearing \$23.2 million for DFW Airport taxiway upgrades**

By Orla McCaffrey, Dallas Morning News

Texas airports will receive \$57.1 million from the federal government to pay for infrastructure improvements, U.S. Secretary of Transportation Elaine Chao said Monday at DFW International Airport.

Three North Texas airports will share in the money, with the biggest award of \$23.2 million going to DFW Airport. Alliance Airport in Fort Worth, where Amazon is putting an air cargo hub, will receive \$5.5 million. Dallas Love Field will get \$2.6 million.

“With improved transportation infrastructure in place ... the airports and communities can build a better quality of life, increase safety, move people and freight faster, and create more jobs and opportunities,” Chao said.

In North Texas, the money is intended to repair or expand existing taxiways. At DFW Airport, it will be used on Taxiway M, the airport’s busiest.

The taxiway extension at Alliance will “open the potential for future development and [create] hundreds of new jobs,” Chao said.

The grants are part of a \$3.2 billion commitment under the Federal Aviation Administration’s program to improve airports. Airports are chosen for grants based on activity levels and project needs. The FAA is part of the Department of Transportation.

Monday’s announcement is the second of five this summer. On June 5, the FAA said it would give \$840 million to airports outside of Texas. A total of \$495.1 million was awarded to 327 airports Monday.

DFW Airport received the second-largest sum among airports in this round. Chicago O’Hare International Airport topped the list with \$65 million.

The funding comes almost a year after the FAA said it would give the airport \$180 million over seven years to build two new taxiways. That covers more than half the estimated \$278 million price tag.

Chao said infrastructure is a key priority for the Trump administration.

“Though a standalone, bipartisan infrastructure bill has not yet been passed, substantial funding has been made available for the past two years,” she said. “The fiscal year 2018 and fiscal year 2019 appropriations bill provided about \$20 billion in additional funding for infrastructure.”

The federal government spent \$98 billion on transportation and water infrastructure in 2017, including \$17 billion on aviation, according to the Congressional Budget Office. That amounts to just 2.5% of total spending.

DFW Airport is a key driver of the region’s economic expansion. It supports more than 228,000 jobs in North Texas, for a total payroll of \$12.5 billion. More than 60,000 people work on airport property alone. The airport’s economic contribution to the region is estimated to top \$37 billion annually.



The airport's capacity is already being tested. It recently added 15 gates at a satellite terminal so American Airlines, its largest tenant, could add 100 flights per day this summer.

In May, the airport and American Airlines struck a deal to build a sixth passenger terminal.

Terminal F, which could open as soon as 2025, is expected to cost between \$3 billion and \$3.5 billion. Bonds will finance the new terminal. Airline rents, landing fees and passenger facility charges will be used to pay off the debt.

The U.S. Army Corps of Engineers gave airports nationwide a grade of "D" in 2017, citing increased congestion and major funding gaps. A "D" grade means a large share of the system has seen significant deterioration.

Airports in Texas fared better with "B-." That's up from a C- in 2012, thanks to continued federal funding.

Other Texas airports receiving grants are George Bush Intercontinental Airport in Houston (\$15 million), El Paso International Airport (\$6.5 million), Sheppard Air Force Base/Wichita Falls Municipal Airport (\$2 million), East Texas Regional Airport (\$1.5 million) and Tyler Pounds Regional Airport (\$900,000).

Following Monday's announcement, Fort Worth-based American Airlines signed on to the Trump administration's Pledge to American Workers. The airline said it would provide 22,000 workforce-training opportunities for its staffers during the next five years.

"We're committed to empowering our team members through learning to take on roles of the future, and we're always looking for new and better ways to do that," airline spokeswoman Shannon Gilson said in a statement.

Labor Secretary Alexander Acosta will be in Dallas on Tuesday to award \$12 million in funding to Dallas County Community College to expand its health care apprenticeship program.

<https://www.dallasnews.com/business/business/2019/06/24/elaine-chao-comes-town-bearing-232-million-dfw-airport-taxiway-upgrades>

## **Allen approves huge mixed-use project on key U.S. 75 corner**

By Steve Brown, Dallas Morning News

Allen officials have approved plans for the largest new real estate project in the works for the Collin County city.

The city council gave the go ahead for the 261-acre Monarch City development in a unanimous vote.

The mixed-use project at the southwest corner of North Central Expressway and State Highway 121 is planned to contain 10 million square feet of office, residential, retail and hospitality construction.

Developer Howard Hughes Corp. has been working on the Monarch City plan for several years on one of the largest vacant tracts in Allen.

"This is a very special project and a perfect fit for Allen," Allen Mayor Stephen Terrell said in a statement. "Monarch City will enhance the family-friendly environment that makes Allen one of the most sought-after places to live in North Texas, while providing quality jobs to fuel our growth as a regional economic center."

Plans for the project by architect Omniplan show high-rise buildings along the highways with the park and water feature in the center of the development.

The developer plans to build the project in several phases.

Howard Hughes acquired the Allen development site in its 2010 purchase of a large portfolio of nationwide properties from mall company General Growth.

"Through our partnership with the City of Allen and Howard Hughes' 40-plus years of experience of developing successful master-planned communities, we will be able to provide a progressive and flexible development approach, allowing future tenants to shape a campus to suit their specific needs." Mark Bulmash, Howard Hughes Senior Vice President of Development, said in a statement.

Monarch City - named after migrating butterflies which once were common on the property - is just the latest in a series of big developments in Allen, which is about 15 miles north of Dallas.

"The zoning approval for Monarch City brings a first class mixed-use opportunity to the Allen community," said Dan Bowman, Executive Director of the Allen Economic Development Corporation. "The long-term development plan is sustainable with planned central park and entertainment amenities that are critical to maintaining Allen's amazing quality of life. It will also create quality jobs that allow our current and future residents to live, work and play within the same community."

Commercial real estate firm JLL is marketing corporate sites in the project to potential business tenants.

"Monarch City will be a comprehensive development with over 6 million square feet of office planned and designed to satisfy the needs of out-of-state companies looking to relocate to the area, as well as local firms," JLL Managing Director Jeff Eckert said in a statement. "With this

zoning approval, Monarch City is now available for pre-leasing for office tenants looking for Class A office space to start or grow their business in this prosperous community."

<https://www.dallasnews.com/business/real-estate/2019/06/26/allen-approves-huge-mixed-use-project-key-us-75-corner>

## Fort Worth beats Dallas in new ranking of best cities for startups

Fort Worth folks know that sometimes — okay, many times — it feels like they're living in the shadow of Dallas. Well, a new ranking of the best U.S. cities for startups flips the script by putting Dallas in Fort Worth's shadow.

In the ranking, produced by commercial real estate platform CommercialCafé, Fort Worth appears at No. 12 among the country's 20 best cities for startups. The city is three notches above Dallas (No. 15) and seven notches above closer neighbor Arlington (No. 19).

"Fort Worth is coming into its own and embracing the startup scene," CommercialCafé declares.

CommercialCafé's analysis looked at the 50 most populous cities in the U.S. For each city, CommercialCafé examined these data points: growth rate for solo businesses, startup survival rate, startup density, startup growth rate, success of Kickstarter fundraising campaigns, education levels, growth in tech employment, wage growth, rent-to-income ratio, coworking costs, and presence of millennials.

Among the factors in Fort Worth's favor were a low rent-to-income ratio of 15 percent (versus 16 percent in Dallas), tech employment growth of 25 percent (versus 20 percent in Dallas), and millennial population growth of 11 percent (versus 10 percent in Dallas).

Still, Dallas held its own at No. 15. "Ranking third for [coworking] cost affordability and fifth for rent-to-income ratio, Dallas is a place where a tech salary can stretch a long way," CommercialCafé notes.

As part of an economic development blueprint released in 2017, the City of Fort Worth strives to ensure "that expanding startups see the city as hospitable to their continuing growth." That includes expanding networking opportunities for entrepreneurs in Fort Worth.

"Communities with a highly engaged, connected, and collaborative startup scene have a built-in advantage in the global competition for high-growth business development," the city's economic development plan says.

To help burnish its startup-welcoming attitude and promote tourism, Fort Worth — now the 13th largest city in the U.S., climbing ahead of Columbus, Ohio, and San Francisco in population last year — sent a contingent to this year's South by Southwest confab in Austin. By contrast, Dallas had no official presence at SXSW.

"Fort Worth is a bit of a blank slate for folks," said Robert Jameson, president and CEO of Visit Fort Worth, told Texas Monthly of Cowtown's SXSW blitz this year. "This is an opportunity with people from all around the world, all across the country, to be able to give them a sense of what opportunities exist, what the spirit and energy is for the city of Fort Worth."

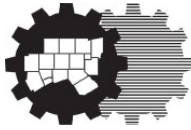
Jameson added that Fort Worth boosters at SXSW were spreading "a message of innovation and inclusion and creativity and technology and inspiration ... ."

At No. 1 in the CommercialCafé ranking was Austin. Among the standout statistics for Austin were success of Kickstarter fundraising campaigns (26 percent), tech employment growth (37 percent), millennials' share of the population (31 percent), startup density (17.9 percent), and growth of solo businesses (3.9 percent).

One way Fort Worth hopes to emulate Austin's startup success is by mirroring the popularity of SXSW's interactive conference, a premier tech event that has helped forge Austin's status as a global tech hub.

"Elevating the Main Street Fort Worth Arts Festival to incorporate tech-related elements that draw an international audience can serve as a vehicle for the attraction of artists, graphic designers, and related creative individuals to Fort Worth," the city's economic development plan says.

<http://fortworth.culturemap.com/news/city-life/06-27-19-fort-worth-beats-dallas-ranking-best-cities-startups-commercialcafe/>



North Central Texas  
Council of Governments

**PRESS RELEASE**  
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## **NCTCOG to Present Pedestrian Safety Overview at Public Meeting**

New Disadvantaged Business Enterprise goals to also be discussed June 10

**June 5, 2019** (Arlington, Texas) — The North Central Texas Council of Governments will host a public meeting in June to provide an overview of the North Texas Pedestrian Safety Action Plan. The Disadvantaged Business Enterprise (DBE) goals for fiscal years 2020 through 2022 will also be presented.

The meeting will take place at 6 p.m. Monday, June 10 at NCTCOG's Arlington offices, 616 Six Flags Drive.

The pedestrian safety plan encompasses goals and action items to address the high number of pedestrian crashes and fatalities across the region. With the guidance of a diverse stakeholder committee, the plan will include analysis of reported crash data, a public opinion survey, goals and strategies to improve pedestrian safety, and prioritized areas of the region.

Additionally, NCTCOG staff is required to establish and periodically update DBE participation goals to encourage contracting opportunities for minority and historically underutilized businesses. The draft update of these goals for fiscal years 2020 through 2022 will be presented for review and comment.

Finally, projects with committed funds from federal, State and local sources are included in the Transportation Improvement Program. To maintain an accurate project listing, this document is updated on a regular basis and will be available online at [www.nctcog.org/input](http://www.nctcog.org/input) for review and comment.

Information on the Regional Smoking Vehicle Program and funding provided through the Volkswagen settlement to replace or repower old diesel buses with cleaner-burning technology will also be highlighted.

To watch the meeting online, click the "live" tab at [www.nctcog.org/video](http://www.nctcog.org/video). A recording of the presentations will also be posted at [www.nctcog.org/input](http://www.nctcog.org/input).

### **Public Meeting Details**

**Monday, June 10, 2019, 6 p.m.**

North Central Texas Council of Governments  
616 Six Flags Drive  
Arlington, TX 76011

### **About the North Central Texas Council of Governments:**

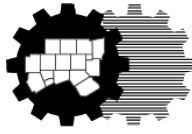
NCTCOG is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit and coordinating for sound regional development.

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](http://NCTCOG.org/trans).

### **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](http://www.nctcog.org).

# # #



**North Central Texas  
Council of Governments**

**PRESS RELEASE**

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Kevin Kokes  
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**Survey: Help Make North Texas Safer for Pedestrians**

Two participants will each win a \$100 cash card

**June 11, 2019** (Arlington, Texas) – As the region continues to improve roadway and rail infrastructure, it is important for pedestrian safety to remain a priority.

The Federal Highway Administration has designated Texas and the cities of Dallas and Fort Worth as pedestrian and bicycle focus areas, due to the high ratio of pedestrian-related crashes and fatalities. The Regional Transportation Council has made safety a key emphasis area as it helps develop a transportation system that serves the needs of the growing Dallas-Fort Worth area.

North Texans can also make the region safer for pedestrians. The North Central Texas Council of Governments and Texas Department of Transportation are asking residents to participate in a pedestrian survey to help with the development of policies and programs that will boost safety throughout the region. The survey seeks input on barriers to walking, areas that could be improved and priorities that could boost safety for pedestrians in Dallas-Fort Worth.

The survey will be available through July 5 at [www.dfwpedestriansafety.metroquest.com](http://www.dfwpedestriansafety.metroquest.com). Participants who complete the survey will be entered in a drawing to receive one of two \$100 cash cards.

Results will assist NCTCOG as it designs a pedestrian safety plan that can be shared with cities seeking to make infrastructure safer for walking. Improvements may include better sidewalk access, enhanced lighting at intersections and more complete routes to bus and rail stations.

This regional plan will establish a vision for improving safety, examining existing conditions and using data to make the appropriate safety improvements to address specific needs.

NCTCOG and its partners are working to improve walkability through safety campaigns and planning studies to pinpoint where improvements should be made. For example, Look Out Texans is a regional safety campaign that encourages motorists, bicyclists and pedestrians to share the roads. Learn more about this campaign at [www.lookouttexans.org](http://www.lookouttexans.org).

Additionally, NCTCOG is coordinating with school districts to help them make decisions that promote bicycling and walking to school. NCTCOG is also currently studying the DART Red and Blue Lines to determine how best to improve sidewalk connections to bus stops and rail stations.



More information about the pedestrian safety project can be found at [www.nctcog.org/pedsafetyplan](http://www.nctcog.org/pedsafetyplan).

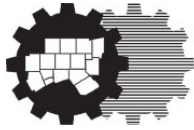
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###



North Central Texas  
Council of Governments

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## **Denton County Judge Andy Eads Elected Chair of RTC**

Johnson County Judge Harmon, Dallas County's Daniel also named officers

**June 13, 2019** (Arlington, Texas) – Denton County Judge Andy Eads will lead the Regional Transportation Council for the next year after his election as chair of 44-member transportation policymaking body Thursday.

Eads, who moves up from vice chair, replaces Tarrant County Commissioner Gary Fickes. Fickes chaired the RTC through the 86<sup>th</sup> Session of the Texas Legislature, which concluded in May.

Johnson County Judge Roger Harmon was elected vice chair after serving as secretary for the past year. Dallas County Commissioner Theresa Daniel was named the new secretary. The new officers will serve in their positions through June 2020.

A fifth-generation resident of Denton County, Eads has served on the RTC since 2009 and has helped address transportation issues in the growing county as well as the entire region. Harmon was appointed to the RTC in 2001. Daniel has been a member since 2018.

As the transportation policymaking body for the 12-county Dallas-Fort Worth area, the RTC oversees transportation planning for the fourth-largest metropolitan area in the country. The region has a current population of over 7 million people and is expected to grow to more than 11 million by 2045. The RTC guides the development of roadway, rail and bicycle-pedestrian plans and programs; allocates transportation funds; and recommends projects to the Texas Transportation Commission.

The policymaking body's collaborative approach has helped the region develop a world-class, multimodal transportation system that provides residents options of how to get to work, school and recreational activities. The RTC has also embraced technology as it seeks to pursue innovative ways, such as high-speed rail and hyperloop technology, to connect people.

One of the primary planning tasks of the RTC and North Central Texas Council of Governments is the development of the Metropolitan Transportation Plan, a blueprint that guides transportation expenditures over a period of 20-plus years. The RTC approved the \$136.4 billion Mobility 2045 last year.

The RTC also ensures transportation services are coordinated throughout the region and the metropolitan area complies with air quality regulations. Dallas-Fort Worth is currently in nonattainment for ozone and is working toward meeting the federal standards.

### **About the North Central Texas Council of Governments:**

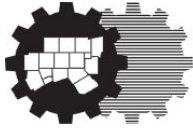
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###



North Central Texas  
Council of Governments



## PRESS RELEASE

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## Take Action to Improve Air Quality on June 21

Clean Air Action Day allows individuals, businesses, governments to make an impact

**June 17, 2019** (Arlington, Texas) – It is important to work toward better air quality every day, especially in Dallas-Fort Worth, which remains in nonattainment for ozone pollution. But for one day each year, the effort intensifies.

Clean Air Action Day is June 21. What is CAAD? This is a day when Air North Texas asks residents to pledge to do simple things in their everyday lives to improve air quality.

This year's celebration will feature events at locations throughout the region. For example, the City of Dallas will sponsor events at Paul Quinn College and City Hall that highlight choices people can make to facilitate better air quality. Alternative fuel vehicles and their benefits will be a focus at City Hall. At Paul Quinn College, gardening and urban architecture will be highlighted. Denton County Transportation Authority plans a social media takeover and blog post to encourage people to think about their role in improving the region's air.

The festivities will also get started before CAAD. The City of Denton will host a Clean Air Action Day/Air North Texas booth at its Thursday Twilight Tunes concert on June 20. Cedar Valley College and the Dallas County Community College District will plan a bike day in June to provide students a way to directly participate in the effort to lessen ozone pollution.

There are many ways to personally become part of the solution throughout the year. Examples include bicycling or walking to work, telecommuting, packing lunch in a reusable bag, buying locally grown foods, and taking public transit.

CAAD was created to educate the public on air quality measures. Since its inception, it has helped people improve air quality by incorporating a few simple steps into their routines. The hope is to reduce the number of high-ozone days in the Dallas-Fort Worth area and protect people's health. Ultimately, Air North Texas could help Dallas-Fort Worth reach attainment of the federal government's ozone regulations.

CAAD can motivate the public to think about air quality throughout the year, not just on the first Friday of summer. Make it a habit to think about how to make air quality better every day in multiple ways. A good first step in the fight for better air quality is signing up for air pollution alerts at [www.airnorthtexas.org/signup](http://www.airnorthtexas.org/signup). You will be notified when ozone levels are predicted to be unhealthy, so you can take extra precautions and limit actions that hurt air quality.

Visit [www.airnorthtexas.org/howto](http://www.airnorthtexas.org/howto) for information on programs that can help you continue

improving air quality in your daily life. It is easy to get started. Select the actions you plan to take to make a difference in improving air quality at [www.airnorthtexas.org/cleanairactionday](http://www.airnorthtexas.org/cleanairactionday). Then show us and others what you have done by posting on social media, using #CAAD2019 and tagging @NCTCOGtrans.

The North Central Texas Council of Governments encourages you to log your alternative commutes at [www.TryParkingIt.com](http://www.TryParkingIt.com) on June 21 and every day. Simply create an account and enter your commute method. Creating a Try Parking It account and logging your commutes is even one of the Clean Air Action Day options.

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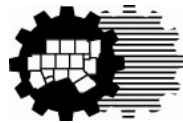
Air North Texas is a regional air quality partnership and general public outreach effort. Air North Texas leverages existing resources and program strengths to offer the public a comprehensive resource for air quality information. Collaborative efforts focus on reducing harmful emissions, protecting public health and welfare, motivating residents to make choices that improve air quality and preserving the economic vitality of the region. Learn more at [www.airnorthtexas.org](http://www.airnorthtexas.org).

###

# Funding Substitution for Buy America Compliance: City of Fort Worth

**Regional Transportation Council  
July 11, 2019**

**Ken Kirkpatrick  
Counsel for Transportation**



North Central Texas  
Council of Governments

# Previous RTC Action

2014 Incident Management Call for Projects

Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds

Matched with Transportation Development Credits

City of Fort Worth Awarded \$160,036

Incident Management Equipment

Safety-Related Items

# City Implementation of Grant

NCTCOG/City of Fort Worth Interlocal Agreement

City Procured Items through City Process

Items Purchased with Buy America Implications

- Heavy Duty Response Truck (Ford Super Duty F-350)

- Robotic Forensic Mapping System

- Portable Message Signs

- Total Cost: \$113,373

Buy America Compliance Cannot Be Documented



# FHWA Buy America Requirements

23 United States Code §313, 23 CFR 635.410

100% of steel, iron and manufactured products permanently included in federal-aid highway projects must be produced in the US

Exceptions:

Public Interest Waiver (General Waiver)

Such materials and products are not produced in the U.S. (Specific Waiver)

Inclusion of domestic material increases overall cost by 25%

Minimal use of non-domestic steel and iron (greater of 0.1% or \$2,500 of project cost)

Note: FTA requirement (65% domestic content; final assembly in the U.S.)

# Changing Buy America Landscape

## Application to “Manufactured Products”

December 21, 2012, FHWA Guidance

Miscellaneous products exception (e.g., nuts, bolts, washers, fittings, etc.)

Applies to a manufactured product if it consists of at least 90% steel or iron content

December 22, 2015: FHWA guidance invalidated by US District Court (District of Columbia)

## 2014-2016: FHWA Quarterly Waiver Process

Applicable for “non-traditional” federal-aid highway projects (e.g., vehicles funded with CMAQ funds)

No vehicles meet FHWA Buy America requirements

Mid-2017: Waivers Discontinued (Executive Order 13788)

# Action Requested

Substitute \$113,373 in RTC Local Funds for 2014 City of Fort Worth Incident Management Equipment Award

Reduces Risk Related to Buy America Compliance

Direct staff to amend the Transportation Improvement Program and other planning/administrative documents, as appropriate, to substitute funds consistent with this approval

**DRAFT**

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

July 11, 2019

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

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

Dear Chairman Niermann:

Over the last 18 years, the North Central Texas Council of Governments (NCTCOG) has served as the regional administrator of the Low Income Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program (LIRAP) for all participating counties in North Central Texas. In that time, NCTCOG has been fiscally responsible with funds provided by the Counties to implement vehicle repairs and replacements in addition to the administration of funds. Countless audits have been performed on our operations over this time with no findings. Staff has also integrated innovative elements into the program in efforts to maximize participation and financial return. One such innovation was a partnership with the program credit card vendor. Due to the large amount of activities by both repair facilities and auto dealerships, our credit card vendor applied monetary rebates for each transaction equal to approximately \$1.5 million dollars. Also, as AirCheckTexas funds were provided up front to NCTCOG from each County, they were placed in an interest-bearing account that has generated approximately \$2.3 million dollars.

As the 86<sup>th</sup> Texas Legislative Session did not appropriate previously collected funds, the AirCheckTexas program has ended and on June 28, 2019, contracts between the Texas Commission on Environmental Quality (TCEQ) and participating counties have expired. This date is critical as it permits no further expenditures allowed to be charged to the program. However, a final quarterly report is being prepared for submittal in September with final close out reporting to occur in December. Several items have been identified where resources will continue to be dedicated for some time in the future, including file retention, records management and audits.

Due to financial innovation applied as AirCheckTexas regional administrator, the continual resources needed post close-out of the AirCheckTexas Program, and the North Central Texas region continuing to be in noncompliance with National Ambient Air Quality Standards for ozone, NCTCOG respectfully requests that interest and rebates remain for use in the region. Efforts allowing these generated funds for use on items previously listed will be greatly beneficial as no new programs have been substituted in place for those terminated from no appropriations, including the Local Initiatives Program and Emissions Enforcement Task Force's dealing with fraudulent and fictitious vehicle emission inspections.

Our proposal would help us to stay the course and maintain the primary focus on air quality. We greatly appreciate your consideration and ask if there is any room for flexibility with the funds, that you will allow NCTCOG to retain them, so we may continue to work on improving air

**DRAFT**

Chairman Jon Niermann  
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July 11, 2019

quality for our region. Should it be determined that this not an option, we request that funds are to be held in Clean Air Account 151 as a safe haven for future appropriations. If you would like to discuss this issue further, please contact Michael Morris, Director of Transportation, at (817) 695-9241.

Sincerely,

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

CK:kw

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



U.S. Department of Transportation

Notice of Funding Opportunity Number

*“Advanced Transportation and Congestion Management Technologies  
Deployment Initiative”*

Issue Date: June 6, 2019

Application Due Date: July 19, 2019

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The FHWA is using [www.Grants.gov](http://www.Grants.gov) for issuance of this Notice of Funding Opportunity (NOFO). Applicants must register at Grants.gov under NOFO Number to receive notifications of updates/amendments to this NOFO. It is the Applicant's responsibility to monitor the Grants.gov site for any updates/amendments to this NOFO.

## **Summary Information**

<b>Funding Opportunity Summary:</b>	<b>Up to \$60 million in Federal funding to provide grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.</b>
Federal Agency Name:	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) Office of Operations 1200 New Jersey Avenue, SE Mail Drop: E86-205 Washington DC 20590 Attn: David Harris
Funding Opportunity Title:	Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Initiative
Announcement Type:	This is the initial announcement of this funding opportunity. This is not a follow-on notice.
Funding Opportunity Number:	
Type of Award:	Cooperative Agreements or Allocations to State Departments of Transportation
Catalog of Federal Domestic Assistance (CFDA) Number:	20.200 Highway Research & Development
Application Due Date:	<b>Submission Deadline: Applications Due by July 19, 2019 at 11:59 PM Eastern Time</b> through <a href="http://www.Grants.gov">www.Grants.gov</a>
Questions:	Submit Questions to: <a href="mailto:ATCMTD@dot.gov">ATCMTD@dot.gov</a>



### **Funding Opportunity Informational Webinar**

The U.S. Department of Transportation (DOT) will host an Informational Session regarding this funding opportunity focused on the ATCMTD Initiative. This session will be conducted as a virtual forum and will focus on specific topics to help potential applicants gather additional information and ask specific questions.

Participation in this session is not mandatory to submit an application under this Notice of Funding Opportunity (NOFO). However, we encourage potential applicants to take advantage of this opportunity to gather information regarding this specific funding opportunity.

#### **INFORMATIONAL SESSION: ATCMTD INITIATIVE**

**SESSION:** Virtual Webcast: Background and Application Information for the ATCMTD Initiative

**DATE:** June 27, 2019

**TIME:** 1:00 pm Eastern Time

**INFORMATION AND REGISTRATION:** To Be Determined

**Note:** The DOT will also consider conducting additional virtual and/or in person workshops regarding the ATCMTD Initiative Funding Opportunity.

## **Substantive Changes from Fiscal Year 2019 NOFO**

**Note: Applicants are responsible for familiarizing themselves with the entire NOFO. This page is only guidance to identify significant changes and does not identify all changes.**

The “Installation of connected vehicle technologies at intersections and pedestrian crossings” Focus Area on page 11 has been revised.

A reference to encouraging proposals that include a commitment to make relevant data available to DOT and the public has been added on page 13.

Additional deliverables were added to the deliverable table on pages 13–15. More information on Standard From 424B has been added to pages 23–24.

### **SECTION A – PROGRAM DESCRIPTION**

Section 503(c)(4) of Title 23 of the United States Code (23 U.S.C. 503(c)(4)) directs the DOT to establish an Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) initiative to provide grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. The DOT intends for these model technology deployments to help demonstrate how emerging transportation technologies, data, and their applications can be effectively deployed and integrated with existing systems to provide access to essential services and other destinations. This also includes efforts to increase connectivity to employment, education, services and other opportunities; support workforce development; or contribute to increased mobility, particularly for persons with visible and hidden disabilities and elderly individuals.

The DOT will make no fewer than 5 and no more than 10 awards of up to \$12 million individually.

#### **1. STATEMENT OF PURPOSE**

The DOT hereby requests applications to result in awards to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. These model deployments are expected to provide benefits in the form of:

- reduced traffic-related fatalities and injuries;

- reduced traffic congestion and improved travel time reliability;
- reduced transportation-related emissions;
- optimized multimodal system performance;
- improved access to transportation alternatives, including for underserved populations;
- public access to real time integrated traffic, transit, and multimodal transportation information to make informed travel decisions;
- cost savings to transportation agencies, businesses, and the traveling public; or
- other benefits to transportation users and the general public.

This competitive ATCMTD Grant Program will promote the use of innovative transportation solutions. The deployment of these technologies will provide Congress and DOT with valuable real-life data and feedback to inform future decision making.

## **2. LEGISLATIVE AUTHORITY**

Specific statutory authority for conducting this effort is found in 23 U.S.C. § 503(c)(4), which authorizes the Secretary of Transportation to “...establish an advanced transportation and congestion management technologies deployment initiative to provide grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.”

Per 23 U.S.C. §503(c)(4)(l)(i), funding for this effort is available from amounts authorized under 23 U.S.C. §§ 512 through 518, as well as § 503(b).

The authority to enter into a cooperative agreement for this effort is found under 23 U.S.C. §502 - Surface Transportation Research, Development, and Technology, paragraph (b)(3) which states:

**“(3) cooperation, grants, and contracts. —** The Secretary may carry out research, development, and technology transfer activities related to transportation—

**(A)** independently;

**(B)** in cooperation with other Federal departments, agencies, and instrumentalities and Federal laboratories; or

**(C)** by making grants to, or entering into contracts and cooperative agreements with one or more of the following: the National Academy of Sciences, the American Association of State Highway and Transportation Officials, any Federal laboratory, Federal Agency, State agency, authority,

association, institution, for-profit or nonprofit corporation, organization, foreign country, or any other person.”

### 3. BACKGROUND

Projects funded under this initiative will deploy advanced transportation and congestion management technologies, which could include:

- i. **Advanced traveler information systems** – Systems that provide real time, predicted, and individualized information about travel choices, based on data from sensors (traffic, weather), mobile sources (personal portable devices, connected vehicles), and other information systems (public transportation, shared-use mobility, traffic incident management, construction, parking, congestion pricing/tolls or other costs) to allow travelers and shippers to make informed decisions regarding destinations, when to travel, routes, or modes. This information should be publicly accessible and not limited to users with smart phones.
- ii. **Advanced transportation management technologies** – Technologies that assist transportation system operators in managing and controlling the performance of their systems to provide optimal services or respond to dynamic conditions, including interjurisdictional and intermodal coordination; technologies may include traffic signal equipment, advanced data collection and processing (from sensors, connected vehicles and other mobile sources, other information systems), dynamic lane controls/configurations, and cooperative transportation management algorithms including pricing strategies across jurisdictions/agencies/facilities/modes.
- iii. **Infrastructure maintenance, monitoring, and condition assessment** – Technologies and systems that monitor the behavior or assess the condition of transportation infrastructure to allow agencies to better manage their transportation assets through optimizing resource allocation, preventative maintenance processes, and responses to critical conditions.
- iv. **Advanced public transportation systems** – Technologies that assist public transportation system operators or other shared mobility entities in managing and optimizing the provision of public transportation and mobility services; technologies may include remote fleet monitoring systems, coordinated communication systems, algorithms, and applications to enable better transit connections for users, advanced data collection and processing (from sensors, mobile/connected sources, other information systems) to provide dynamic responsive transit services, and communication and data systems that enable shared mobility services.

- v. **Transportation system performance data collection, analysis, and dissemination systems** – Technologies and systems that actively monitor the performance of and interactions between transportation systems and permit agencies and other interested entities to conduct analyses and research, and explore innovative, value-added products and services.
- vi. **Advanced safety systems, including vehicle-to-vehicle and vehicle-to-infrastructure communications, technologies associated with autonomous vehicles, and other collision avoidance technologies, including systems using cellular technology** – Deployment of technology-based safety systems such as described at Safer Car (<http://www.safercar.gov/>) or at the Intelligent Transportation Systems (ITS) Program (<http://www.its.dot.gov/landing/safety.htm>), or other applicable safety technologies.
- vii. **Integration of intelligent transportation systems with the Smart Grid and other energy distribution and charging systems** – Technologies that link information from ITS and other transportation systems with information from Smart Grid and other energy distribution and charging systems to provide users with better information related to opportunities for recharging electric vehicles, and to provide energy distribution agencies with better information related to potential transportation-user demand.
- viii. **Electronic pricing and payment systems** – Technologies that permit users to electronically conduct financial transactions for mobility services across jurisdictions and agencies, such as unified fare collection, payment, and tolling systems across transportation modes; or
- ix. **Advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals** – Technologies and systems that leverage data and communications systems to allow public agencies and human service organizations to provide improved mobility services to at-risk users such as elderly, disabled, or other individuals that require transportation assistance.

#### 4. VISION, GOALS, FOCUS AREAS, AND OBJECTIVES

The DOT recognizes that each location has unique attributes, and each location's proposed deployment will be tailored to their vision and goals. Applications may be submitted for deploying any eligible technology. However, this section provides a framework for applicants to consider in the development of a proposed deployment by presenting DOT's vision, goals, and focus areas.

The DOT's vision for the ATCMTD initiative is the deployment of advanced technologies and related strategies to address issues and challenges in safety, mobility, sustainability, economic vitality, and air quality that are confronted by transportation systems owners and operators. The advanced technologies are integrated into the routine functions of the location or jurisdiction, and play a critical role in helping agencies and the public address their challenges. Management systems within transportation and across other sectors (e.g., human services, energy, and logistics) share information and data to communicate between agencies and with the public. These management systems provide benefits by maximizing efficiencies based on the intelligent management of assets and the sharing of information using integrated technology solutions. The advanced technology solutions and the lessons learned from their deployment are used in other locations, scaled in scope and size, to increase successful deployments and provide widespread benefits to the public and agencies.

Goals for the ATCMTD initiative include:

- Reduced costs and improved return on investments, including through the enhanced use of existing transportation capacity;
- Delivery of environmental benefits that alleviate congestion and streamline traffic flow;
- Measurement and improvement of the operational performance of the applicable transportation networks;
- Reduction in the number and severity of traffic crashes and an increase in driver, passenger, and pedestrian safety;
- Collection, dissemination, and use of real time transportation related information to improve mobility, reduce congestion, and provide for more efficient and accessible transportation, including access to safe, reliable, and affordable connections to employment, education, healthcare, freight facilities, and other services;
- Monitoring transportation assets to improve infrastructure management, reduce maintenance costs, prioritize investment decisions, and ensure a state of good repair;
- Delivery of economic benefits by reducing delays, improving system performance and throughput, and providing for the efficient and reliable movement of people, goods, and services;
- Accelerated deployment of vehicle-to-vehicle, vehicle-to-infrastructure, and automated vehicle applications, and autonomous vehicles and other advanced technologies;
- Integration of advanced technologies into transportation system management and operations;

- Demonstration, quantification, and evaluation of the impact of these advanced technologies, strategies, and applications towards improved safety, efficiency, and sustainable movement of people and goods; and
- Reproducibility of successful systems and services for technology and knowledge transfer to other locations facing similar challenges.

Although proposals are not limited to DOT priorities, the Department is particularly interested in deployment programs and projects in the following seven “Focus” areas:

- ***Multimodal Integrated Corridor Management (ICM)***: ICM is the coordination of individual transportation network operations of adjacent facilities across all government or other operations agencies that creates a unified, interconnected, and multimodal system capable of sharing cross-network travel management to safely and efficiently improve the movement of people and goods. All corridor transportation assets and information services (i.e., local, county, regional, State) are brought to bear when prevailing or predicted transportation conditions trigger alerts. Through an ICM approach, transportation agencies manage the corridor as a multimodal system and make operational and safety decisions for the benefit of the corridor as a whole. The DOT is interested in increasing deployment of ICM.
- ***Installation of connected vehicle technologies at intersections, pedestrian crossing locations, and other conflict areas***: Deployment of connected vehicle wireless communications technologies at intersections and at areas with potential for significant conflict (such as toll plazas, bridges, and interchanges) to enhance motorized and non-motorized traveler safety, or actively improve the management, operation, and maintenance of traffic signal systems through real-time data collection and signal control. Example technologies include vehicle-to-infrastructure (V2I) and vehicle-to-pedestrian (V2P) deployments, such as at intersections or midblock pedestrian crossings, to support activities and initiatives of the V2I Deployment Coalition and non-motorized traveler applications, or technologies to support automated traffic signal performance measures. Such technologies should provide information, notifications, and alerts in accessible formats to help all users navigate safely through intersections and conflict areas including providing contextual information for situational awareness and localization. The DOT has been working to accelerate the implementation of technologies that advance these strategies.
- ***Unified fare collection and payment systems across transportation modes and jurisdictions***: Technological advancements in payment systems allow

convergence across both publicly-delivered and privately-delivered mobility services. However, field implementations have been achieved only sparingly and in small projects. Convergence will enhance consumer payment options and mode choices and forge partnerships among providers to achieve a seamless, accessible, and flexible transportation network across the Nation. The DOT is engaged in efforts which will assist in identifying technical, institutional, and policy solutions to achieve unified transportation payment systems.

- ***Freight Community System:*** A Freight Community System (sometimes called Port Community System) is an electronic platform which connects the multiple systems operated by a variety of organizations that make up a freight transportation community, including seaports, airports, rail yards/inland ports and distribution centers. It is shared in the sense that it is set up, organized and used by firms in the same sector – in this case, a freight community – to provide a neutral and open electronic platform enabling an intelligent and secure exchange of information between public and private stakeholders in order to improve the efficiency and competitive position of the ports' community(ies). It optimizes, manages and automates smooth port and logistics processes through a single submission of data by connecting transport and logistics chains. This focus area is important to the departmental goal of integrating freight infrastructure within the surface transportation system, particularly maritime ports, while at the same time providing a platform to reduce the impacts of national freight movement on local communities.
- ***Technologies to support connected communities:*** Deployment of technologies for a multimodal transportation system provides Americans with safe, reliable, and affordable connections to employment, education, healthcare, and other essential services. Examples include dynamic ridesharing through the latest communications technologies and social network structures to bring drivers and riders together quickly and efficiently, technologies to mitigate the negative impacts of freight movement on communities, or technologies that support workforce development, particularly for disadvantaged groups, which include persons with visible and hidden disabilities and elderly individuals. Any of these example technologies should consider the elements of universal design and inclusive information and communication technology solutions, and may include deployment of autonomous vehicles through geographically contained ridesharing pilot programs, including the benefits of the technology with groups that might otherwise have limited transportation options, such as older Americans who no longer drive or those with disabilities or no driver's license. The DOT is



interested in using advanced technologies to improve the public's connections to employment, education, healthcare, and other essential services.

- ***Infrastructure Maintenance, Monitoring, and Condition Assessment:***

Timely, accurate and efficient assessment of infrastructure condition is critical to effective infrastructure asset management. Current state-of-the-practice technologies for condition assessment represent a good start, but have a variety of limitations. Opportunities for advancement include: implementation of friction management programs founded on highway-speed friction testing; highway speed deflection monitoring for pavement structural evaluation; sensor systems for infrastructure condition monitoring; use of unmanned aerial systems for condition inspection; development of holistic and virtual data visualization technologies; and advancement of bridge load rating technologies.

Implementation of these emerging technologies will enable improved highway safety and more timely intervention to address structural deficiencies and infrastructure deterioration with relatively low-cost solutions.

- ***Rural technology deployments:*** Deployment of advanced technologies to enhance safety, mobility, or economic vitality. Example technologies include improved access to transportation services, corridor freight platooning, mobile work zone alerts, improved roadway weather management, improved emergency response services and traffic incident management, curve warning systems, or animal intrusion detection and warning. The DOT is interested in geographically diverse application of technologies to include rural deployments.

Although not required, the Department encourages proposals that include a commitment to make relevant data available to DOT and the public to further advance the objectives of this initiative. For example, in addition to providing the report to the Secretary required by 23 U.S.C. 503(c)(4), projects may provide DOT access to the underlying data used to determine the costs and benefits described in this report.

After applying the above preferences, the Department will take into account the following key departmental objectives:

- Supporting economic vitality at the national and regional level;
- Leveraging Federal funding to attract other, non-Federal sources of infrastructure investment, as well as accounting for the life-cycle costs of the project;
- Using innovative approaches to improve safety and expedite project delivery; and,
- Holding grant recipients accountable for their performance and achieving specific, measurable outcomes identified by grant applicants.

## 5. DELIVERABLES

The selected ATCMTD awardees shall provide a schedule for the project deliverables that includes at a minimum the following items.

Deliverable	Approximate Due Date	Section 508 Compliant?
Preliminary Kick-off Meeting – Conduct a preliminary kick-off meeting with DOT at mutually-agreed-upon location.	Within 6 weeks after announcement of project selection.	No
<p>Draft Cooperative Agreement completed. The cooperative agreement shall include a Project Management Plan. The Project Management Plan, shall include, at a minimum:</p> <ul style="list-style-type: none"> <li>a) <b>Statement of Work</b>, with a description of <b>Tasks and Sub-Tasks</b> by which the project work activities will be organized, executed, and monitored.</li> <li>b) A <b>Project Schedule</b> (Gantt Chart or equivalent) displaying start and end times for each Task and Sub-Task, plus achievement of Project Milestones.</li> <li>c) A description of major <b>Project Milestones</b>, including key reports, start of operations of important systems or subsystems, and other important deliverables or events.</li> <li>d) A <b>Staffing</b> Table, which identifies a single Project Manager, plus project staff and/or consultants that will lead and support each ask (or Sub-Task if appropriate).</li> <li>e) A <b>Project Budget</b>, displaying planned expenditures for each Task, with a further breakdown by Cost Element for each Task, and by the Federal share vs. non-Federal share.</li> </ul>	Within 6 weeks after preliminary kick-off meeting.	No

Fully-Executed Cooperative Agreement.	Within 6 weeks after completion of draft agreement.	No
Kick-off Meeting – Conduct a kick-off meeting with DOT at mutually-agreed-upon location.	Within 4 weeks after execution of cooperative agreement.	No
Monthly Progress Reports – submit progress reports to document activities performed, anticipated activities, and any changes to schedule or anticipated issues.	Monthly	No
<p><b>Systems Engineering Documents</b></p> <p>In accordance with 23 CFR 940.11, the Recipient shall submit electronic copies of the milestone Systems Engineering documents applicable to this project, for approval by FHWA. This shall include, at minimum:</p> <p>a) Systems Engineering Review Form (SERF)  b) Concept of Operations (ConOps)  c) Systems Engineering Management Plan (SEMP).</p>	As applicable	No
<p><b>Project Evaluation Plan</b></p> <p>The Recipient shall submit to FHWA for approval an Evaluation Plan, which shall include, at a minimum:</p> <p>a) Statement of <b>Project Objectives</b>,  b) List of <b>Evaluation Criteria</b> (e.g. quantitative performance metrics and/or qualitative assessments) tailored to the Project Objectives,  c) Description of <b>data-collection</b> procedures tailored to these criteria, which could include, for example, before/after data, surveys, interviews, system-monitoring data, or other data needed to report on achievement of project objectives.  d) Outline of <b>Evaluation Report</b> (1-page, <u>draft</u> list of topics to be addressed)</p>	Within 90 days after the Effective Date	No
<p><b>Data Management Plan (DMP)</b></p> <p>The Recipient shall submit to FHWA for approval a DMP that provides a preliminary overview of data that</p>	Within 90 days after the Effective Date, to be updated	No

<p>may be collected or created through the project, which shall include, at a minimum:</p> <ul style="list-style-type: none"> <li><b>a) Data description</b></li> <li><b>b) Data access policies</b></li> <li><b>c) Data storage and retention approach</b></li> </ul> <p>The Recipient shall then update the DMP throughout the project with more details on the data that is collected or created, including information on <b>data rights and standards</b>. Additional information on DMPs can be found at:  <a href="https://ntl.bts.gov/public-access/creating-data-management-plans-extramuralresearch">https://ntl.bts.gov/public-access/creating-data-management-plans-extramuralresearch</a>.</p>	throughout the project.	
<p>Report to the Secretary – submit a report describing the deployment and operational costs compared to the benefits and savings, and how the project has met the original expectations projected in the deployment plan.</p>	Annually beginning 1 year after execution of cooperative agreement.	Yes
<p><b>Annual Budget Review and Program Plan Reporting</b></p> <p>Submit the Annual Budget Review and Program Plan Report. The report should describe:</p> <p>(1) Overview and schedule of tasks, activities, milestones and deliverables for the upcoming year, to include:</p> <ul style="list-style-type: none"> <li>• the latest deliverables table or project management schedule; and</li> <li>• a discussion of whether the current approved Technical Application attached to the award needs to be updated or not. If an update is warranted, propose the updates.</li> </ul> <p>(2) Overview and forecast budget for the upcoming year, including:  a discussion of whether the current approved Budget Application attached to the award needs to be updated or not. If an update is warranted, propose the updates.</p>	60 days prior to the anniversary date of award	No
<p><b>Final Report</b></p> <p>The Recipient shall provide a final report within 90 days after the termination or expiration of this agreement. The FHWA Authorized Organizational</p>	Within 90 days after the termination or expiration of	Yes

Representative (AOR) in consultation with the Recipient, will determine the final design and scope of the evaluation and report. Submit an electronic copy of all reports to the ATCMTD mailbox at <a href="mailto:ATCMTD@dot.gov">ATCMTD@dot.gov</a>	this Agreement	
<i>(additional deliverables to be identified in separate rows by the applicant)</i>		

**Note:** Section 508 requirements are included in NOFO Section F's General Terms and Conditions available online at: <http://www.fhwa.dot.gov/aaa/generaltermsconditions.cfm>.

## SECTION B – FEDERAL AWARD INFORMATION

### 1. FUNDING AND NUMBER OF AWARDS

For each fiscal year from 2016 through 2020, a maximum of \$60 million is available for award. That amount is subject to statutory obligation limitations each fiscal year and subject to a set aside of up to \$2 million for DOT administrative expenses each fiscal year. A single grant recipient may not receive more than \$12 million in 1 fiscal year. The DOT anticipates making not less than 5 and not more than 10 awards each fiscal year. This NOFO is the fourth of the annual NOFOs for ATCMTD.

### 2. TYPE OF AWARD

The planned award type is a cost-reimbursable cooperative agreement or an allocation to a State.

### 3. PERIOD OF PERFORMANCE

The estimated period of performance is between 1 and 4 years.

### 4. DEGREE OF FEDERAL INVOLVEMENT

The DOT anticipates substantial Federal involvement with the ATCMTD recipients during the course of these projects. The anticipated Federal involvement will include technical assistance and guidance to the recipient.

## **SECTION C – ELIGIBILITY INFORMATION**

### **1. ELIGIBLE APPLICANTS**

To be selected for an ATCMTD award, an applicant must be an eligible applicant. Eligible applicants are State or local governments, transit agencies, metropolitan planning organizations (MPO) representing a population of over 200,000, or other political subdivisions of a State or local government (such as publicly owned toll or port authorities), or a multijurisdictional group or consortia of research institutions or academic institutions. Partnership with the private sector or public agencies, including multimodal and multijurisdictional entities, research institutions, organizations representing transportation and technology leaders, or other transportation stakeholders, is encouraged.

Typically, a consortium is a meaningful arrangement with all members involved in planning the overall direction of the group's activities and participating in most aspects of the group; the consortium is a long-term relationship intended to last the full life of the grant. Any application submitted by a sole research or academic institution and that is not part of a consortium will not be considered for selection.

### **2. COST SHARING OR MATCHING**

Cost sharing or matching is required, with the maximum Federal share being 50 percent; hence, this NOFO requires a minimum non-Federal cost share of 50 percent. Cost sharing or matching means the portion of project costs not paid by Federal funds. For a more complete definition, please see the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards at 2 CFR Part 200, including section 200.306 on Cost Sharing or matching. Other Federal funds using their appropriate matching share may be leveraged for the deployment but cannot be considered as part of the ATCMTD matching funds, unless otherwise supported by statute.

### **3. OTHER INFORMATION**

The ATCMTD recipients may use not more than 5 percent of the funds awarded each fiscal year to carry out planning and reporting requirements for the project.

The DOT encourages applicants to identify any project components that have independent utility and separately detail the costs and requested ATCMTD funding for each component in their applications. If the application identifies one or more independent project components, the application should clearly identify how each

independent component addresses the selection criteria and produces benefits on its own, and describe how the full proposal, of which the independent component is a part, addresses the selection criteria.

## SECTION D – APPLICATION AND SUBMISSION INFORMATION

### 1. ADDRESS TO REQUEST APPLICATION PACKAGE

Applicants must submit their applications via [Grants.gov](https://www.Grants.gov) under the NOFO number cited herein. Applications must be submitted through the Grants.gov workspace. Please note: legacy PDF packages are no longer available.

The Applicant must complete and submit all forms included in the application package for this Notice as contained at [www.Grants.gov](https://www.Grants.gov).

### 2. CONTENT AND FORM OF APPLICATION SUBMISSION

Applicants shall submit an application consisting of the following application volumes and sections:

Table D.2 – Application Volumes

Volume	Section	Page Limitations
Volume I. Technical Application	I - Cover Page	One (1) file, 30-page limit
	II - Project Narrative	
	III – Management Structure	
	IV - Staffing Description and Résumés	
	Appendix - Résumés	No page limit
Volume II. Budget Application	I - Application Standard Forms	One (1) file, no page limit
	II – Summary Budget Information	
	III – Cost Share Information	
	IV - Organizational Information	

Note: Applicants shall provide résumés in Volume 1 of the application. Resumes will not count against the page limit. Applicants shall provide letters of commitment in Volume 2.

For the submitted application package, FHWA suggests that pictures, graphics, and other large files be reduced in number and quality to keep the size of the files of the application manageable and in line with the Grants.gov suggested maximum size of 200 megabytes for the entire grant application package.

The FHWA recommends that applicants use a file naming format of: Applicant\_organization-2019-ATCMTD-fileID (e.g., Vol-1, Vol-2) where “Applicant\_organization” reflects the applicant’s legal name, abbreviated as appropriate. If an applicant organization is submitting multiple applications, project names or identifiers may be added to the workspace title in parentheses after the applicant organization. For example, a workspace in Grants.gov may be titled “Applicant\_organization(Project 1)-2019-ATCMTD.” If necessary, the workspace title can be edited per the instructions on Grants.gov.

## VOLUME 1 – TECHNICAL APPLICATION

### a) Section I - Cover Page Including the Following Table:

Project Name	
Eligible Entity Applying to Receive Federal Funding	
Total Project Cost (from all sources)	\$
ATCMTD Request	\$
Are matching funds restricted to a specific project component? If so, which one?	Yes/No
State(s) in which the project is located	
Is the project currently programmed in the: <ul style="list-style-type: none"> <li>• Transportation Improvement Program</li> <li>• Statewide Transportation Improvement Program</li> <li>• MPO Long Range Transportation Plan</li> <li>• State Long Range Transportation Plan</li> </ul>	Yes/No – <i>please specify in which plans the project is currently programmed</i>
Technologies Proposed to Be Deployed (briefly list)	

### b) Section II - Project Narrative

The Project Narrative must include all the necessary information required for DOT to determine that the project satisfies the ATCMTD program requirements described in Sections A, B, and C, and for DOT to evaluate the project in relation to the selection



criteria specified in Section E.1. To the extent practicable, applicants should provide data and evidence of project merits in a form that is verifiable or publicly available. The DOT expects applications to be complete upon submission.

The DOT recommends that the project narrative, at a minimum, provide the following information: table of contents, detailed statement of work, detailed project schedules, staffing description, and any appropriate exhibits or attachments that will aid in the review and assessment of the application. Applicants should also state whether the project is located in a qualified opportunity zone designated pursuant to 26 U.S.C. § 1400Z-1. All exhibits and attachments must clearly identify what technical area of the project narrative that the document supports. At a minimum, the Project Narrative should address the following content:

1. An introduction that provides a clear, concise description of the project and the proposed technology deployment(s).
2. A description of the geographic area or jurisdiction the deployment will service.
3. A description of the real-world issues and challenges to be addressed by the proposed technology deployments. Applicants should discuss how the proposed technology deployments address the goals of the initiative, and any applicable technology focus area.
4. A description of transportation systems and services to be included in the project.
5. A deployment plan that includes providing long-term operation and maintenance of advanced transportation and congestion management technologies to improve safety, efficiency, system performance, and return on investment.
6. A description of any challenges in the regulatory, legislative, or institutional environments or other obstacles to deployment.
7. Quantifiable system performance improvements, such as--
  - a) reducing traffic-related crashes, congestion, and costs;
  - b) optimizing system efficiency; and
  - c) improving access to transportation services.
8. Quantifiable safety, mobility, and environmental benefit projections such as data-driven estimates of how the project will improve the region's transportation system efficiency and reduce traffic congestion.
9. Vision, goals, and objectives of the applicant for the technology deployment, including any future related deployments; the vision of the organization and goals, objectives, and activities to be pursued in addressing the identified issues and challenges.

10. A plan to leverage and optimize existing local and regional advanced transportation technology investments.
11. A schedule for conducting the technology deployment and for completion of all proposed activities.
12. Any support or leveraging of the ITS Program or innovative technology initiatives (DOT ITS initiatives are described on-line at <http://www.its.dot.gov>.)
13. A table (or other summary) clearly identifying which of the 9 technologies in Section A.3. and the 11 DOT goals, 7 focus areas and 4 DOT objectives in Section A.4. will be implemented and/or addressed by the proposal.

In addition, if an applicant is proposing to deploy autonomous vehicles or other innovative motor vehicle technology, the application should demonstrate how all vehicles will comply with applicable safety requirements, including those administered by the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA). Specifically, the application should show that vehicles acquired for the proposed project will comply with applicable Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carrier Safety Regulations (FMCSR). If the vehicles may not comply, the application should either (1) show that the vehicles and their proposed operations are within the scope of an exemption or waiver that has already been granted by NHTSA, FMCSA, or both agencies or (2) directly address whether the project will require exemptions or waivers from the FMVSS, FMCSR, or any other regulation and, if the project will require exemptions or waivers, present a plan for obtaining them

### **c) Section III – Management Structure**

The Applicant shall provide a description of the proposed management structure that will oversee the implementation of the project and provide administration of the agreement. The Applicant shall include all of the following information to describe their proposed Management Structure:

1. A description of the Applicant's organization that will be designated as the recipient entering the agreement (i.e., receiving Federal funding) with FHWA including:
  - a) membership of any partnership or entity proposed to carry out the deployment;
  - b) a description of how the entity will manage the program including management of project funding.
2. A plan for partnering with the private sector or public agencies, including multimodal and multijurisdictional entities, research institutions, organizations representing transportation and technology leaders, or other transportation

stakeholders.

3. Designation of all proposed sub-recipients, and their role in delivering the project. See 2 CFR § 200.330 for the definition and distinction between a sub-recipient and a sub-contractor.
4. A diagram or flow chart depicting the organizational structure of the project team. Organizations that are designated as sub-recipients or subcontractors should be clearly identified.
5. Applicants that are multijurisdictional groups or consortia of research or academic institutions do not necessarily have to be an existing organization or coalition but should show evidence that a cooperative agreement, memorandum of understanding, or other organizational mechanism can be executed in a reasonable timeframe after selection.

Note: A multijurisdictional group is any combination of State governments, local governments, metropolitan planning agencies, transit agencies, or other political subdivisions of a State for which each member of the group has signed a written agreement to implement the advanced transportation technologies deployment initiative across jurisdictional boundaries, and is an eligible entity under this paragraph.

#### **d) Section IV - Staffing Description**

Applicants shall provide a staffing description that includes the following information:

1. A description of the organization of staffing to manage and conduct the project, including identification of key personnel with résumés, organization, role, and responsibility.
2. A primary point of contact and provide complete contact information for this individual.

#### **e) Appendix - Résumés for Key Personnel**

Applicants shall provide the résumés for all designated Key Personnel. The applicant shall designate no more than five (5) Key Personnel.

#### **e) Formatting**

The DOT recommends that Volume 1 be prepared with standard formatting

preferences: a single-spaced document, using a standard 12-point font such as Times New Roman, with 1-inch margins on 8.5 by 11-inch paper. (Applications may include appropriately-sized pages for conveying detailed information important for the technical review, such as maps.) All application pages shall be consecutively numbered.

#### **f) Page Limitations**

Sections I through IV shall not exceed 30 pages in length, excluding cover pages, the table of contents, and exhibits and attachments. Exhibits and attachments shall not exceed 30 pages in length, and shall be limited to documents that support the assertions or conclusions made in the 30-page limitation of Sections I through IV.

The staffing description shall not exceed five pages in length (inclusive of the 30-page limitation). There is no overall page limitation for résumés of Key Personnel in the appendix; however, individual resumes shall not exceed 4 pages in length, and shall only contain relevant experience pertinent to the subject matter of this NOFO.

### **VOLUME 2 – BUDGET APPLICATION**

#### **a) Section I - Application Standard Forms (SFs)**

Volume 2 of the application must include the Standard Form 424 (Application for Federal Assistance), Standard Form 424A (Budget Information for Non-Construction Programs), and the Grants.gov Lobbying Form. Standard Form 424B (Assurances for Non-Construction Programs) is required if the applicant does not have an updated SAM.gov Registration as of 02/01/2019. Standard Forms (SF) are available online at <http://www.grants.gov/web/grants/forms/sf-424-family.html>.

On the SF-424, the information in block 8a (Applicant's "Legal Name") must be the same as entered for registration in [www.SAM.gov](http://www.SAM.gov) and for the Applicant's Data Universal Numbering System (DUNS) number. The title for an applicant's workspace on [www.Grants.gov](http://www.Grants.gov) is limited to 240 characters and may be different than the DUNS name.

For applications under this NOFO, the breakdown of the applicable sections of standard form 424A is:

- **Section A:** Since this is an initial application, only columns (a) through (d) and (g) need to be completed. The applicant should enter the proposed project as

one program or function; however, as an option, the applicant may subdivide this entry into partial programs (e.g., a Phase I and Phase II).

- **Section B** is a summary of the entire project budget across all years.
- **Section C** is the source of the non-Federal matching share.
- **Section D** is the forecasted funding needs for year one (1).
- **Section E** is the forecasted funding needs for years two (2) and after (i.e., does not include the first year's funding).

#### **b) Section II - Summary Budget Narrative**

The Applicant shall provide a summary budget narrative that describes all of the planned project costs (i.e., direct labor, travel, equipment, supplies, contractual, construction, & other) and how these planned costs are connected to the project scope. The summary budget narrative must be sufficiently clear, concise, and detailed to describe how funds will be spent under the project. The applicant shall also provide a summary budget table that provides estimated costs across project components or tasks, and across all years of the project. The summary budget should represent the total cost of the project, inclusive of both the Federal share and the required matching non-Federal cost share. An example of a summary level budget table is provided below:

Table 2. Example of Summary Budget Figures

	Year 1 Costs	Year 2 Costs	Year 3 Costs	Year 4 Costs
Description of Project Component or Task				
Description of Project Component or Task				
Description of Project Component or Task				
Description of Project Component or Task				
Total Federal Share =				
Total Non-Federal Share =				

#### **c) Section III - Cost Share Information**

The Applicant should show evidence that funding has been identified for the project that will cover the 50 percent non-Federal cost share requirement. The Applicant should include letters of commitment from organizations that will provide a portion of the cost share, and identify the source of those funds (e.g., general treasury funds, revolving loan fund, capital budget, in-kind labor, in-kind equipment, etc.).

**Note:** The maximum amount of funding requested from the ATCMTD program cannot exceed \$12 million per year nor exceed 50 percent of the total cost of the activities proposed to be funded. The maximum amount that will be awarded will depend on the number of awards, the reduction in ATCMTD funds due to the imposition of the Federal-aid highways obligation limitation, and the amount reserved for DOT administrative expenses. Selection of an application to receive grant funding in 1 fiscal year is not a commitment of any future funding. Applications will be solicited annually for competitively selecting grant recipients for that funding year.

#### **d) Section IV - Organizational Information**

In addition to the forms and budget information noted above, provide the following organizational information in a pdf format:

- a. Identify any exceptions to the anticipated award terms and conditions as contained in Section F, Federal Award Administration Information. Identify any preexisting intellectual property that you anticipate using during award performance, and your position on its data rights during and after the award period of performance.
- b. The use of a Dun and Bradstreet (D&B) DUNS number is required on all applications for Federal grants or cooperative agreements. Please provide your organization's DUNS number in your budget application.
- c. A statement to indicate whether your organization has previously completed an A-133 Single Audit and, if so, the date that the last A-133 Single Audit was completed.
- d. A statement regarding Conflicts of Interest. The Applicant must disclose in writing any actual or potential personal or organizational conflict of interest in its application that describes in a concise manner all past, present or planned organizational, contractual or other interest(s), which may affect the Applicants' ability to perform the proposed project in an impartial and objective manner. Actual or potential conflicts of interest may include but are not limited to any past, present or planned contractual, financial, or other relationships, obligations, commitments or responsibilities, which may bias the Applicant or affect the Applicant's ability to perform the agreement in an impartial and objective manner. The Agreement Officer (AO) will review the statement(s) and may require additional relevant information from the Applicant. All such information, and any other relevant information known to DOT, will be used to determine whether an award to the Applicant may create an actual or potential conflict of interest. If any such conflict of interest is found to exist, the AO may (a) disqualify the Applicant, or (b) determine that it

- is otherwise in the best interest of the United States to contract with the Applicant and include appropriate provisions to mitigate or avoid such conflict in the agreement pursuant to 2 CFR 200.112.
- e. A statement to indicate whether a Federal or State organization has audited or reviewed the Applicant's accounting system, purchasing system, and/or property control system. If such systems have been reviewed, provide summary information of the audit/review results to include as applicable summary letter or agreement, date of audit/review, Federal or State point of contact for such review.
  - f. Terminated Contracts - List any contract/agreement that was terminated for convenience of the Government within the past 3 years, and any contract/agreement that was terminated for default within the past 5 years. Briefly explain the circumstances in each instance.
  - g. The Applicant is directed to review Title 2 CFR §170 ([http://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&tpl=/ecfrbrowse/Title02/2cfr170\\_main\\_02.tpl](http://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&tpl=/ecfrbrowse/Title02/2cfr170_main_02.tpl)) dated September 14, 2010, and Appendix A thereto, and acknowledge in its application that it understands the requirement, has the necessary processes and systems in place, and is prepared to fully comply with the reporting described in the term if it receives funding resulting from this Notice. The text of Appendix A will be incorporated in the award document as a General Term and Condition as referenced under this Notice's Section F, Federal Award Administration Information.
  - h. Disclose any violations of Federal criminal law involving fraud, bribery, or gratuity violations. Failure to make required disclosures can result in any of the remedies described in 2 CFR 200.338 entitled Remedies for Noncompliance, including suspension or debarment. (See also 2 CFR Part 180 and 31 U.S.C. 3321).

### **3. UNIQUE ENTITY IDENTIFIER AND SYSTEM FOR AWARD (SAM)**

The Applicant is required to: (i) be registered in SAM before submitting its application; (ii) provide a valid unique entity identifier in its application; and (iii) continue to maintain an active SAM registration with current information at all times during which it has an active Federal award or an application or plan under consideration by a Federal awarding agency.

The Federal awarding agency may not make a Federal award to an Applicant until the Applicant has complied with all applicable unique entity identifier and SAM requirements. If an Applicant has not fully complied with the requirements by the time the Federal awarding agency is ready to make a Federal award, the Federal awarding

agency may determine that the Applicant is not qualified to receive a Federal award and use that determination as a basis for making a Federal award to another Applicant.

#### **4. HOW TO REGISTER TO APPLY THROUGH GRANTS.GOV**

a. *Instructions:* Read the instructions below about registering to apply for FHWA funds. Applicants should read the registration instructions carefully and prepare the information requested before beginning the registration process. Reviewing and assembling the required information before beginning the registration process will alleviate last-minute searches for required information.

The registration process can take up to 4 weeks to complete. Therefore, registration should be done in sufficient time to ensure it does not impact your ability to meet required application submission deadlines.

If individual applicants are eligible to apply for this grant funding opportunity, refer to: <https://www.grants.gov/web/grants/applicants/individual-registration.html>

Organization applicants can find complete instructions here: <https://www.grants.gov/web/grants/applicants/organization-registration.html>

1) *Obtain a DUNS Number:* All entities applying for funding, including renewal funding, must have a Data Universal Numbering System (DUNS) number from Dun & Bradstreet (D&B). Applicants must enter the DUNS number in the data entry field labeled "Organizational DUNS" on the SF-424 form.

For more detailed instructions for obtaining a DUNS number, refer to: <https://www.grants.gov/web/grants/applicants/organization-registration/step-1-obtain-duns-number.html>

2) *Register with SAM:* In addition to having a DUNS number, organizations applying online through Grants.gov must register with the System for Award Management (SAM). All organizations must register with SAM in order to apply online. Failure to register with SAM will prevent your organization from applying through Grants.gov.

For more detailed instructions for registering with SAM, refer to: <https://www.grants.gov/web/grants/applicants/organization-registration/step-2-register-with-sam.html>



3) *Create a Grants.gov Account:* The next step in the registration process is to create an account with Grants.gov. Applicants must know their organization's DUNS number to complete this process. Completing this process automatically triggers an email request for applicant roles to the organization's E-Business Point of Contact (EBiz POC) for review. The EBiz POC is a representative from your organization who is the contact listed for SAM. To apply for grants on behalf of your organization, you will need the Authorized Organizational Representative (AOR) role.

For more detailed instructions about creating a profile on Grants.gov, refer to: <https://www.grants.gov/web/grants/applicants/organization-registration/step-3-username-password.html>

4) *Authorize Grants.gov Roles:* After creating an account on Grants.gov, the EBiz POC receives an email notifying them of your registration and request for roles. The EBiz POC will then log in to Grants.gov and authorize the appropriate roles, which may include the AOR role, thereby giving you permission to complete and submit applications on behalf of the organization. You will be able to submit your application online any time after you have been approved as an AOR.

For more detailed instructions about creating a profile on Grants.gov, refer to: <https://www.grants.gov/web/grants/applicants/organization-registration/step-4-aor-authorization.html>

5) *Track Role Status:* To track your role request, refer to: <https://www.grants.gov/web/grants/applicants/organization-registration/step-5-track-aor-status.html>

b. *Electronic Signature:* When applications are submitted through Grants.gov, the name of the organization's AOR that submitted the application is inserted into the signature line of the application, serving as the electronic signature. The EBiz POC **must** authorize individuals who are able to make legally binding commitments on behalf of the organization as an AOR; **this step is often missed and it is crucial for valid and timely submissions.**

## 5. How to Submit an Application to FHWA via Grants.gov

Grants.gov applicants can apply online using Workspace. Workspace is a shared, online environment where members of a grant team may simultaneously access and edit different webforms within an application. For each funding opportunity announcement (FOA), you can create individual instances of a workspace.

Below is an overview of applying on Grants.gov. For access to complete instructions on how to apply for opportunities, refer to:

<https://www.grants.gov/web/grants/applicants/apply-for-grants.html>

1) *Create a Workspace*: Creating a Workspace allows you to complete it online and route it through your organization for review before submitting.

2) *Complete a Workspace*: Add participants to the Workspace, complete all the required forms, and check for errors before submission.

a. *Adobe Reader*: If you decide not to apply by filling out Webforms you can download individual PDF forms in Workspace so that they will appear similar to other Standard or FHWA forms. The individual PDF forms can be downloaded and saved to your local device storage, network drive(s), or external drives, then accessed through Adobe Reader.

NOTE: Visit the Adobe Software Compatibility page on Grants.gov to download the appropriate version of the software at:  
<https://www.grants.gov/web/grants/applicants/adobe-software-compatibility.html>

b. *Mandatory Fields in Forms*: In the forms, you will note fields marked with an asterisk and a different background color. These fields are mandatory fields that must be completed to successfully submit your application.

c. *Complete SF-424 Fields First*: The forms are designed to fill in common required fields across other forms, such as the applicant name, address, and DUNS number. To trigger this feature, an applicant must complete the SF-424 information first. Once it is completed, the information will transfer to the other forms.

3) *Submit a Workspace*: An application may be submitted through workspace by clicking the Sign and Submit button on the Manage Workspace page, under the Forms tab. Grants.gov recommends submitting your application package at least 24-48 hours prior to the close date to provide you with time to correct any potential technical issues that may disrupt the application submission.

4) *Track a Workspace*: After successfully submitting a workspace package, a Grants.gov Tracking Number (GRANTXXXXXXXX) is automatically assigned to the package. The number will be listed on the Confirmation page that is generated after submission.

For additional training resources, including video tutorials, refer to:  
<https://www.grants.gov/web/grants/applicants/applicant-training.html>

*Applicant Support.* Grants.gov provides applicants 24/7 support via the toll-free number 1-800-518-4726 and email at [support@grants.gov](mailto:support@grants.gov). For questions related to the specific grant opportunity, contact the number listed in the application package of the grant you are applying for.

If you are experiencing difficulties with your submission, it is best to call the Grants.gov Support Center and get a ticket number. The Support Center ticket number will assist the FHWA with tracking your issue and understanding background information on the issue.

## **6. SUBMISSION DATES AND TIMES**

Applications must be submitted through [www.grants.gov](http://www.grants.gov) by submission deadline of July 19, 2019 11:59 PM ET.

Applicants interested in applying are encouraged to email [ATCMTD@dot.gov](mailto:ATCMTD@dot.gov) no later than the submission deadline with applicant name, State in which project is located, approximate total project cost, amount of the ATCMTD grant request, and a two- to three-sentence project description. The DOT seeks this early notification of interest to inform its allocation of resources for application evaluations and to facilitate timely and efficient awards.

### Late Applications

The Grants.gov registration process usually takes 2–4 weeks to complete. Late applications that are the result of failure to register or comply with Grants.gov applicant requirements in a timely manner will not be considered. Only applicants who comply with the submission deadline described in this notice and submit applications through the Grants.gov Workspace will be eligible for award. Applicants are strongly encouraged to make submissions in advance of the deadline. Applications received after the deadline will not be considered except in the case of unforeseen technical difficulties with Grants.gov that are beyond the applicant's control. In those instances, the applicant must contact the Grants.gov help desk prior to the application deadline with the user name of the registrant and details of the technical issue experienced. Please note: applicants must obtain a Grants.gov Help Desk Tracking Number if they are experiencing technical difficulties. After the submission deadline, the applicant must contact the [ATCMTD@dot.gov email address, and provide the following information:](mailto:ATCMTD@dot.gov)

- a. Details of the technical issue experienced;
- b. Screen capture(s) of the technical issues experienced along with corresponding Grants.gov grant tracking number;
- c. The legal business name for the applicant that was provided in the SF-424;
- d. The AOR name submitted in the SF-424;
- e. The DUNS number associated with the application; and
- f. The Grants.gov Help Desk Tracking Number.

After DOT staff review all information submitted and contact the Grants.gov Help Desk to validate reported technical issues, DOT staff will contact late applicants to approve or deny a request to submit a late application through Grants.gov. If the reported technical issues cannot be validated, late applications will be rejected as untimely.

## **7. INTERGOVERNMENTAL REVIEW**

An application under this NOFO is not subject to the State review under E.O. 12372.

## **8. FUNDING RESTRICTIONS**

The FHWA will not reimburse any pre-award costs or application preparation costs.

## **9. INTENT TO RELEASE APPLICATIONS AND NAMES OF APPLICANT**

In order to expand public awareness of ATCMTD technologies, concepts, and ideas, FHWA may post publicly or release publicly all Volume 1 Technical Application after award.

By submitting an application in response to this NOFO, the Applicant provides FHWA permission to:

- Release publicly the names of all applicants after selection of the ATCMTD awardees; and
- Release publicly Volume 1 Technical Application document (without the résumés of key personnel) after selection of the ATCMTD awardees.

## **SECTION E – APPLICATION REVIEW INFORMATION**

### **1. CRITERIA FOR SELECTION OF ATCMTD AWARDS**

The Government will evaluate applications on following criteria, which are of equal importance.

**TECHNICAL MERIT:**

- Degree that the proposed technology deployment aligns with program requirements and DOT vision, goals, focus areas, and objectives.
- Readiness of the proposed technology(ies) to be deployed, and the likelihood of success of the applicant to deploy and sustain the proposed technology(ies), including the proposed approaches to addressing any regulatory environment and other obstacles to deployment.
  - Proposals should clearly address and explain if the proposed project will or may require exemption from the Federal Motor Vehicle Safety Standards, Federal Motor Carrier Safety Regulations, or any other regulation and, if so, your plan for applying for any necessary exemptions.
  - Proposals should clearly address and explain if the proposed project will or may require a waiver under the Buy America Act.
- Scalability or portability of the proposed technology deployment to other jurisdictions.
- Commitment to evaluate the effectiveness (i.e., cost-benefit) of activities proposed.

**STAFFING:**

- Degree that the Application includes a program/project management structure or organization that will successfully oversee the proposed technology deployment.
- Expertise and qualifications of key personnel for managing or conducting appropriate aspects of the proposed technology deployment through the period of performance.

**COST:**

- Cost will be considered in the award decision. The cost information will be analyzed to assess cost reasonableness and conformance to applicable cost principles. Applicants must provide the required matching funds, and supporting detail for these funds, including the applicant's activities to maximize the non-Federal share of the project funding.
- Funding availability will also be considered in the award decision. This evaluation factor will not be rated, but will be considered in the award selection.

The Department will prioritize projects that also enhance personal mobility and accessibility. Such projects include, but are not limited to, investments that better connect people to essential services such as employment centers, health care, schools and education facilities, healthy food, and recreation; remove physical barriers to

access; strengthen communities through neighborhood redevelopment; mitigate the negative impacts of freight movement on communities; and support workforce development, particularly for disadvantaged groups, which include persons with visible and hidden disabilities and elderly individuals. The Department may consider whether a project's design is likely to generate benefits for all users of the proposed project, including non-driving members of a community adjacent to or affected by the project. The Department may also consider whether a project is located in a qualified opportunity zone designated pursuant to 26 U.S.C. § 1400Z-1.

## **2. REVIEW AND SELECTION PROCESS**

The DOT will utilize a two-phased approach for the review and selection of applications. During Phase I, DOT will use a merit review process to evaluate applications and make selections for award. In Phase II, DOT will conduct award discussions with selected applicants to determine the method of award, clarify and request additional budgetary information, and obtain a project statement of work.

### **a) Phase I - Application Review and Selection**

Any ineligible applications, as determined by lateness, incompleteness, duplication, or other deficit of eligibility, will not proceed forward. The DOT will review all remaining eligible applications. The ATCMTD process consists of a technical evaluation phase and senior review. In the technical evaluation phase, teams of technical experts from a cross-section of DOT modal administrations will determine whether each project satisfies statutory requirements and rate how well it addresses selection criteria. The senior review team will consider the applications and the technical evaluations to determine which projects to advance to the Secretary for consideration. Evaluations in both the technical evaluation and senior review phases will place all eligible projects into one of three rating categories; Highly Recommended, Recommended, and Not Recommended. The evaluations will not assign numerical scores, nor will there be any sorting or rankings within each of the three subcategories. In summary, any project slotted into each category will have the same weight of recommendation in that category. The Secretary will select the projects for award. The DOT reserves the right to use outside expertise and/or contractor support to perform application evaluation. A panel of Agency experts will conduct a risk assessment of the applicant prior to award.

The DOT will award the applications that are considered the most advantageous to DOT using the criteria cited above, and subject to the results of an Applicant risk assessment. In addition, per 23 USC 503(c)(4)(D)(i) - (iii), DOT shall ensure, to the extent practicable, that grant recipients represent diverse geographic areas of the

United States, including urban and rural areas, and that grant recipients represent diverse technology solutions.

Prior to award, each selected applicant will be subject to a risk assessment required by 2 CFR 200.205. If the Federal awarding Agency determines that a Federal award will be made, special conditions that correspond to the degree of risk assessed may be applied to the Federal award. The DOT must 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)). An applicant may review information in FAPIIS and comment on any information about itself. The DOT will consider comments by the applicant, in addition to other information in FAPIIS, in making a judgment about the applicant's integrity, business ethics, and record of performance under Federal awards when completing the risk assessment. The DOT reserves the right to deny an award based on the results of the risk assessment.

The Secretary of Transportation is the official responsible for final award selections. The DOT is not obligated to make any award as a result of this notice.

### **Risk Assessment**

The DOT will assess the risks posed by an Applicant before they receive an award. If the Federal awarding agency determines that a Federal award will be made, special conditions that correspond to the degree of risk assessed may be applied to the Federal award. This Risk Assessment will include evaluation of some or all of the following items relative to the Applicant and/or sub-applicants as applicable:

- (1) Applicant's financial stability;
- (2) Applicant's quality of management systems and ability to meet the management standards prescribed in 2 CFR Part 200;
- (3) Applicant's history of performance;

**Note:** History of performance includes the Applicant's record in managing Federal awards, if it is a prior Recipient of Federal awards, including timeliness of compliance with applicable reporting requirements, conformance to the terms and conditions of previous Federal awards, and if applicable, the extent to which any previously awarded amounts will be expended prior to future awards. The Government will evaluate the relevant merits of the Applicant's history of performance based on its reputation and record with its current and/or former customers with respect to quality, timeliness and cost control. The history of

performance will be reviewed to assure that the Applicant has relevant and successful experience and will be considered in the risk assessment. In evaluating history of performance, the Government may consider both written information provided in the application, as well as any other information available to the Government through outside sources.

(4) Applicant's audit reports and findings from audits performed on the Applicant pursuant to 2 CFR Part 200 Subpart F—Audit Requirements or the reports and findings of any other available audits;

(5) Applicant's ability to effectively implement statutory, regulatory, or other requirements imposed on non-Federal entities; (6) Applicant's potential for conflict of interest if applicable; and

**Note:** The FHWA will review information provided by the Applicant, and any other relevant information known to DOT, to determine whether an award to the Applicant may create an actual or potential conflict of interest. If any such conflict of interest is found to exist, FHWA may (a) disqualify the Applicant, or (b) determine that it is otherwise in the best interest of the United States to award to the Applicant and include appropriate provisions to mitigate or avoid such conflict in the Agreement pursuant to 2 CFR 200.112.

(7) Applicant's eligibility to receive Federal funding. Per the guidelines on government-wide suspension and debarment in 2 CFR Part 180, the Government will confirmation that the Applicant and any named sub-applicants are not debarred, suspended or otherwise excluded from or ineligible for participation in Federal programs or activities.

Pursuant to 2 CFR Part 200.205, prior to making a Federal award, the Federal awarding Agency is required to review information available through any OMB-designated repositories of government-wide eligibility qualification or financial integrity information, such as FAPIIS, D&B, and Sam.gov. The Government's review of this information will occur as part of the risk assessment.

#### b) Phase II – Post-Selection Discussions and Method of Award

In Phase II, DOT and the applicant will reach an agreement on the method for award. There are two possible options for award: award through an allocation to the State department of transportation, or a direct award from FHWA. In Phase II, the DOT will also conduct discussions with the selected applicant to clarify elements of the applicant's technical and budget applications. Discussions will include a request for



detailed and itemized cost information, including: direct labor categories, hours and rates, fringe benefit rates, travel, equipment, supplies, sub-recipient/contractor/consultant costs and supporting documentation, construction costs, other direct costs, indirect cost rates, and additional supporting budget narrative. The selected applicant will also be required to provide a project statement of work.

### **3. ANTICIPATED FEDERAL AWARD DATES**

The DOT anticipates awarding funds for advanced transportation and congestion management technologies deployments no later than September 2019.

## **SECTION F – FEDERAL AWARD ADMINISTRATION INFORMATION**

### **1. FEDERAL AWARD NOTICES**

Following the evaluation outlined in section E, DOT will notify the selected applicants and announce the selected projects. Notice that an applicant has been selected as a recipient does not constitute approval of the application as submitted. Before the award, DOT will contact the POC listed in the SF 424 to initiate negotiation of a project specific agreement. If the negotiations do not result in an acceptable submittal, DOT reserves the right to terminate the negotiation and decline to fund the applicant.

### **2. ADMINISTRATIVE AND NATIONAL POLICY REQUIREMENTS**

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 CFR 200, as adopted by DOT at 2 CFR 1201. Applicable Federal laws, rules, and regulations set forth in 23 U.S.C. and 23 CFR also apply. For a list of the applicable laws, rules, regulations, executive orders, policies, guidelines, and requirements related to ATCMTD projects, please see <http://www.fhwa.dot.gov/aaa/generaltermsconditions.cfm>.

### **3. REPORTING**

a. Progress Reporting on Grant Activity. Each applicant selected for an ATCMTD grant must submit the Federal Financial Report (SF-425) on the financial condition of the project, its progress, and an Annual Budget Review and Program Plan to monitor the use of Federal funds and ensure accountability and financial transparency in the ATCMTD program.

b. Reporting of Matters Related to Integrity and Performance. If the total value of a selected applicant's currently active grants, cooperative agreements, and procurement contracts from all Federal awarding agencies exceeds \$10 million at any time during the period of performance, then the applicant must maintain the currency of information reported to the SAM and made available in the FAPIIS about civil, criminal, or administrative proceedings described in paragraph 2 of the award terms and conditions. This is a statutory requirement under section 872 of Public Law 110–417, as amended (41 U.S.C. 2313). As required by section 3010 of Public Law 111–212, all information posted in the designated integrity and performance system on or after April 15, 2011, except past performance reviews required for Federal procurement contracts, will be publicly available.

c. Reporting to the Secretary. Per 23 U.S.C. 503(c)(4)(F), not later than 1 year after receiving an ATCMTD grant, and each year thereafter, the recipient shall submit a report to the Secretary that describes:

- i. Deployment and operational costs of the project compared to the benefits and savings the project provides; and
- ii. How the project has met the original expectations projected in the deployment plan submitted with the application, such as:
  - a. data on how the project has helped reduce traffic crashes, congestion, costs, and other benefits of the deployed systems;
  - b. data on the effect of measuring and improving transportation system performance through the deployment of advanced technologies;
  - c. the effectiveness of providing real time integrated traffic, transit, and multimodal transportation information to the public to make informed travel decisions; and
  - d. lessons learned and recommendations for future deployment strategies to optimize transportation efficiency and multimodal system performance.

The Agency will offer a standard template to format the annual reports to the DOT.

## **SECTION G – FEDERAL AWARDING AGENCY CONTACTS**

Address any questions to:

[ATCMTD@dot.gov](mailto:ATCMTD@dot.gov)



U.S. Department of Transportation

Notice of Funding Opportunity Number **693JJ319NF00003**

*“Advanced Transportation and Congestion Management Technologies  
Deployment Initiative”*

**Amendment #1**

**Dated 06/10/2019**

---

**This amendment to NOFO 693JJ319NF00003 incorporates the following changes to the version originally posted to Grants.gov on 06/06/2019:**

1. On page 4 of 37, under **Funding Opportunity Informational Webinar**, after the Information and registration, add the following (**see red underlined text for revisions**):

**INFORMATIONAL SESSION: ATCMTD INITIATIVE**

**SESSION: Virtual Webcast: Background and Application Information for the ATCMTD Initiative**

**DATE: June 28, 2019**

**TIME: 1:00 pm Eastern Time**

**INFORMATION AND REGISTRATION:**

**[https://connectdot.connectsolutions.com/e61b9b65f47x/event/event\\_info.html](https://connectdot.connectsolutions.com/e61b9b65f47x/event/event_info.html)**

2. Update the table beginning on page 13 of 37 under Section 5 “Deliverables” as follows (see red underlined text for revisions)

Deliverable	Approximate Due Date	Section 508 Compliant?
Preliminary Kick-off Meeting – Conduct a preliminary kick-off meeting with DOT at mutually-agreed-upon location.	Within 6 weeks after announcement of project selection.	No
<p>Draft Cooperative Agreement completed. The cooperative agreement shall include a Project Management Plan. The Project Management Plan, shall include, at a minimum:</p> <ul style="list-style-type: none"> <li>a) <b>Statement of Work</b>, with a description of <b>Tasks and Sub-Tasks</b> by which the project work activities will be organized, executed, and monitored.</li> <li>b) A <b>Project Schedule</b> (Gantt Chart or equivalent) displaying start and end times for each Task and Sub-Task, plus achievement of Project Milestones.</li> <li>c) A description of major <b>Project Milestones</b>, including key reports, start of operations of important systems or subsystems, and other important deliverables or events.</li> <li>d) A <b>Staffing</b> Table, which identifies a single Project Manager, plus project staff and/or consultants that will lead and support each ask (or Sub-Task if appropriate).</li> <li>e) A <b>Project Budget</b>, displaying planned expenditures for each Task, with a further breakdown by Cost Element for each Task, and by the Federal share vs. non-Federal share.</li> </ul>	Within 6 weeks after preliminary kick-off meeting.	No

Fully-Executed Cooperative Agreement.	Within 6 weeks after completion of draft agreement.	No
Kick-off Meeting – Conduct a kick-off meeting with DOT at mutually-agreed-upon location.	Within 4 weeks after execution of cooperative agreement.	No
<b>Quarterly</b> Progress Reports – submit progress reports to document activities performed, anticipated activities, and any changes to schedule or anticipated issues.	<b>Quarterly</b>	No
<p><b>Systems Engineering Documents</b></p> <p>In accordance with 23 CFR 940.11, the Recipient shall submit electronic copies of the milestone Systems Engineering documents applicable to this project, for approval by FHWA. This shall include, at minimum:</p> <p>a) Systems Engineering Review Form (SERF)  b) Concept of Operations (ConOps)  c) Systems Engineering Management Plan (SEMP).</p>	As applicable	No
<p><b>Project Evaluation Plan</b></p> <p>The Recipient shall submit to FHWA for approval an Evaluation Plan, which shall include, at a minimum:</p> <p>a) Statement of <b>Project Objectives</b>,  b) List of <b>Evaluation Criteria</b> (e.g. quantitative performance metrics and/or qualitative assessments) tailored to the Project Objectives,  c) Description of <b>data-collection</b> procedures tailored to these criteria, which could include, for example, before/after data, surveys, interviews, system-monitoring data, or other data needed to report on achievement of project objectives.  d) Outline of <b>Evaluation Report</b> (1-page, <u>draft</u> list of topics to be addressed)</p>	Within 90 days after the Effective Date	No
<p><b>Data Management Plan (DMP)</b></p> <p>The Recipient shall submit to FHWA for approval a DMP that provides a preliminary overview of data that</p>	Within 90 days after the Effective Date, to be updated	No

<p>may be collected or created through the project, which shall include, at a minimum:</p> <ul style="list-style-type: none"> <li><b>a) Data description</b></li> <li><b>b) Data access policies</b></li> <li><b>c) Data storage and retention approach</b></li> </ul> <p>The Recipient shall then update the DMP throughout the project with more details on the data that is collected or created, including information on <b>data rights and standards</b>. Additional information on DMPs can be found at:  <a href="https://ntl.bts.gov/public-access/creating-data-management-plans-extramuralresearch">https://ntl.bts.gov/public-access/creating-data-management-plans-extramuralresearch</a>.</p>	throughout the project.	
<p>Report to the Secretary – submit a report describing the deployment and operational costs compared to the benefits and savings, and how the project has met the original expectations projected in the deployment plan.</p>	Annually beginning 1 year after execution of cooperative agreement.	Yes
<p><b>Annual Budget Review and Program Plan Reporting</b></p> <p>Submit the Annual Budget Review and Program Plan Report. The report should describe:</p> <p>(1) Overview and schedule of tasks, activities, milestones and deliverables for the upcoming year, to include:</p> <ul style="list-style-type: none"> <li>• the latest deliverables table or project management schedule; and</li> <li>• a discussion of whether the current approved Technical Application attached to the award needs to be updated or not. If an update is warranted, propose the updates.</li> </ul> <p>(2) Overview and forecast budget for the upcoming year, including:  a discussion of whether the current approved Budget Application attached to the award needs to be updated or not. If an update is warranted, propose the updates.</p>	60 days prior to the anniversary date of award	No
<p><b>Final Report</b></p> <p>The Recipient shall provide a final report within 90 days after the termination or expiration of this agreement. The FHWA Authorized Organizational</p>	Within 90 days after the termination or expiration of	Yes

Representative (AOR) in consultation with the Recipient, will determine the final design and scope of the evaluation and report. Submit an electronic copy of all reports to the ATCMTD mailbox at <a href="mailto:ATCMTD@dot.gov">ATCMTD@dot.gov</a>	this Agreement	
<i>(additional deliverables to be identified in separate rows by the applicant)</i>		

**Note:** Section 508 requirements are included in NOFO Section F's General Terms and Conditions available online at: <http://www.fhwa.dot.gov/aaa/generaltermsconditions.cfm>.

**All other terms, conditions and requirements of this Notice of Funding Opportunity remain unchanged.**



# **U.S. Department of Transportation Funding for Advanced Transportation and Congestion Management Technologies Deployment Initiative**

**Regional Transportation Council  
July 11, 2019**

**Natalie Bettger**





# Overview of Funding Opportunity

**\$60 Million Total**; 5 to 10 awards up to \$12 million each

**FY 2016 to 2020**; applications will be solicited annually for competitively selecting grant recipients for that funding year

**Transportation Technologies** to improve safety, efficiency, system performance, and infrastructure return on investment

Applications due **July 19, 2019**

Minimum **50% non-federal cost share**

# ATCMTD Use of Funds

Advanced traveler information systems;

Advanced transportation management technologies;

Infrastructure maintenance, monitoring, and condition assessment;

Advanced public transportation systems;

✓ Transportation system performance data collection, analysis, and dissemination systems;

Advanced safety systems, including V2V and V2I communications, technologies associated with autonomous vehicles, and other collision avoidance technologies;

Integration of ITS with the Smart Grid and other energy distribution and charging systems;

Electronic pricing and payment systems; or

Advanced mobility and access technologies, such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals<sub>3</sub>

# ATCMTD Program Focus Areas

**Proposals are not limited to these priorities. U.S. DOT is particularly interested in deployment programs and projects in the following areas:**

Multimodal Integrated Corridor Management

✓ Installation of Connected Vehicle Technologies at Intersections and Pedestrian Crossing Locations

Unified Fare Collection and Payment Systems Across Transportation Modes and Jurisdictions

Freight Community System

✓ Technologies to Support Connected Communities

Infrastructure Maintenance, Monitoring, and Condition Assessment

Rural Technology Deployments

# Transportation Performance Measures

## Federal Performance Measures

### ✓ Safety

#### National Highway Infrastructure

Pavement Condition

Bridge Condition

#### System Performance

Level of Travel Time Reliability

Peak Hour Excessive Delay

✓ Travel Time Reliability

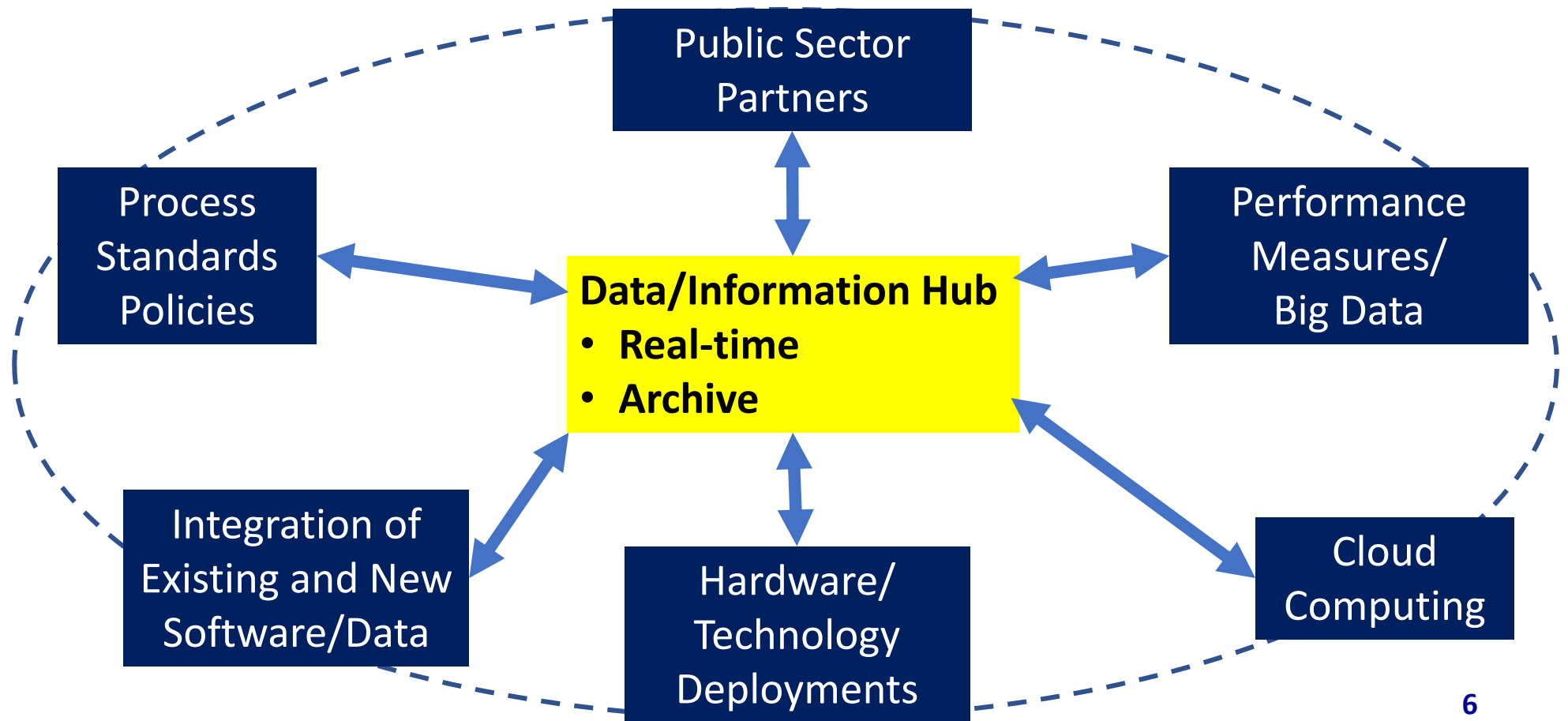
Non-Single Occupancy Vehicle Travel

✓ Total Emissions Reductions

#### Transit Asset Management

## ∞ Non-Federal/Regional Performance Measures

# Regional Operations Data Fusion Platform & Performance Measures



# Regional Operations Data Fusion Platform & Performance Measures

## Example of System Benefits

Leverages existing regional ITS infrastructure

Allows dissemination of data between agencies for improved coordination on traffic operation strategies

Provides regional data for planning organizations or academia for performance measures, research, and analysis

Identifies gaps in the data to determine new sources that are needed

Allows for implementation and management of coordinated traffic plans

Affords real-time analysis of regional performance measures

# Regional Operations Data Fusion Platform & Performance Measures

## Project Budget

Funding Source	Funding Amount
Grant Application Request	\$3 Million
TCEQ Interests/Credit Rebates from AirCheckTexas or RTC Local	\$3 Million
Total	\$6 Million

# Regional Operations Data Fusion Platform & Performance Measures

## Other Items

Seeking Other Recommendations for Inclusion into the Proposal

For Example:

Regional Data Platform

Agreements

Protocol

Wireless Data (Pedestrian, Wrong-Way Driving)

Request for Letter of Support

Need to receive Request by Wednesday, July 3, 2019

Please send Request to Rebekah Hernandez at [RHernandez@nctcog.org](mailto:RHernandez@nctcog.org)

Submit Signed Letter by **Friday, July 12, 2019**



# Regional Operations Data Fusion Platform & Performance Measures

## Action Requesting

Regional Transportation Council (RTC) Approval

Regional application for the 2019 Advanced Transportation and Congestion Management Technologies Deployment Initiative Grant Program

Total Cost

Federal Share: \$3 Million

Local Share: \$3 Million

TCEQ Interest/Credit Rebates

RTC Local (if TCEQ Funding Unsuccessful)

Letters of Support

**EXHIBIT I-8****UNIFIED PLANNING WORK PROGRAM POLICIES**

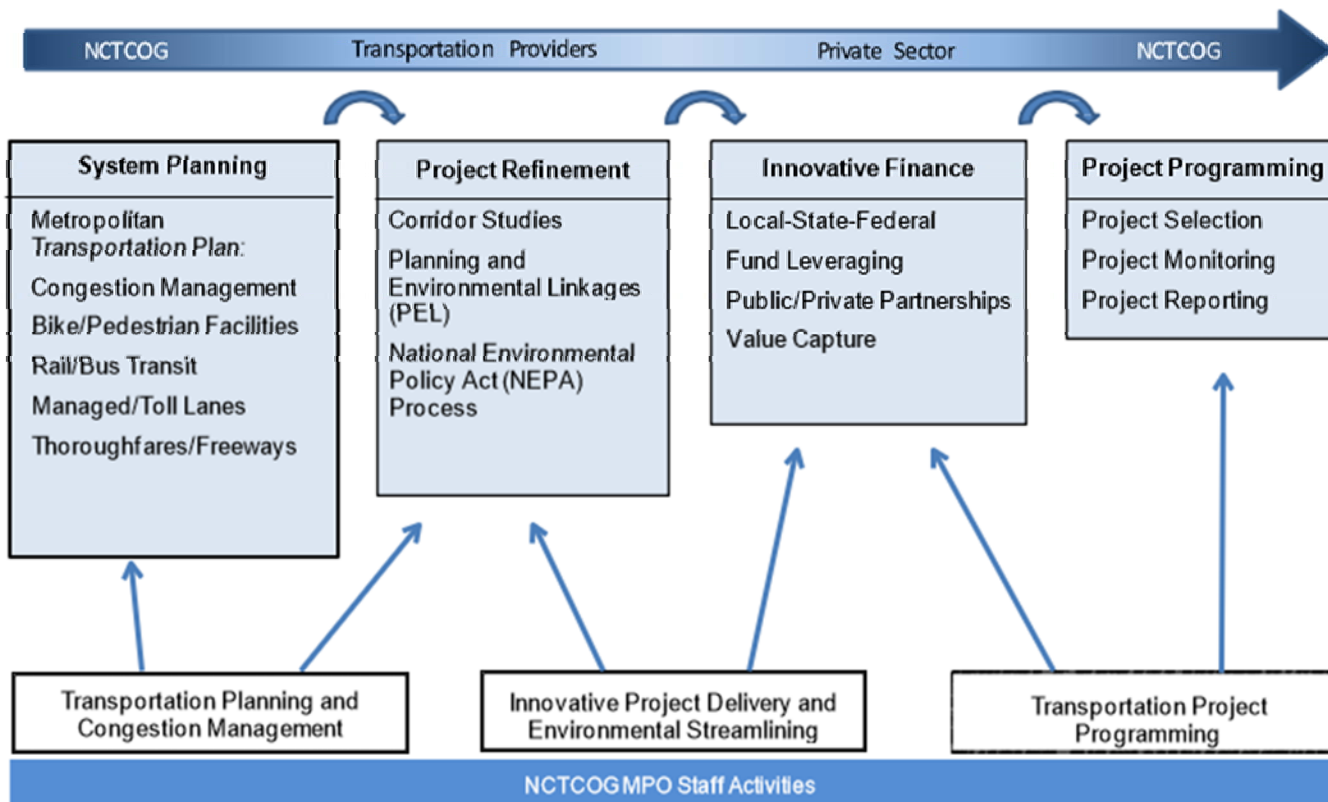
- The emphasis of the Unified Planning Work Program is on planning activities. Projects that require preliminary engineering or design services are not eligible for UPWP Transportation Planning Funds. Such projects should be funded through the Transportation Improvement Program process.
- Twenty-five percent of Federal Transit Administration Section 5303 Planning Funds will be reserved for transit planning and management studies with the funds distributed to the Eastern and Western Sub-regions based on the formula used for the annual sub-allocation of Transit Formula (5307) Program funds.
- The Texas Department of Transportation (TxDOT) will assist NCTCOG in funding activities related to the preparation of travel forecasts to support TxDOT freeway and high occupancy vehicle lane studies.
- The North Texas Tollway Authority will assist NCTCOG in funding activities related to the preparation of travel forecasts to support NTTA feasibility studies.
- The transportation authorities will assist NCTCOG in funding activities related to the preparation of travel forecasts to support rail and high occupancy vehicle lane studies.
- Assistance in Transportation Subarea Studies, Comprehensive/Thoroughfare Planning, Local Technical Assistance, and TransCAD Support will represent approximately 20 percent of the Unified Planning Work Program. Priority will be given to these subtasks identified in the UPWP.
- NCTCOG assistance to local governments in Thoroughfare Planning will be limited to providing travel forecasts to determine facility sizing and lane warrants, in Comprehensive Planning to providing travel forecasts and technical support, in Bicycle/Pedestrian Planning to providing technical guidance on plan and facility development, and in Travel Model Support (TransCAD) to providing model input data and application support. Local governments will be responsible for consultant assistance funding.
- For projects not specified in the UPWP, the requesting entity may be asked to assist in project funding. Scheduling of the planning study is contingent on NCTCOG staff availability. Reprioritization of tasks for that entity using existing commitments in the UPWP is feasible. Work will not be done at the expense of other commitments in the UPWP.
- Entities with consultants requesting work from NCTCOG must follow the same policy as above. Consultants working for an entity need the approval of that entity prior to NCTCOG providing assistance. Consultants shall not commit NCTCOG services without NCTCOG's prior approval.
- Requests by nongovernmental entities will be conducted at full cost upon approval from the impacted local government and permitting staff availability.
- In the event that a requested planning study is similar to a previous study conducted by NCTCOG, the participating entity may be asked to provide financial support for the project.
- Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program, Regional Toll Revenue, and RTC Local funds may be used by NCTCOG to augment Unified Planning Work Program funds.



# **FY2020 and FY2021 *Unified Planning Work Program for Regional Transportation Planning***

**Regional Transportation Council  
July 11, 2019**

# Metropolitan Planning Process for Delivering Transportation Projects



# ***Cooperative Planning Agreement***

**Memorandum of Understanding Among the Dallas-Fort Worth Metropolitan Planning Organization, the Texas Department of Transportation, Public Transportation Operators, and Other Transportation Agencies**

***Metropolitan Planning Organization (Regional Transportation Council  
with the North Central Texas Council of Governments)***

***Texas Department of Transportation Dallas, Fort Worth, and Paris  
Districts***

***Dallas Area Rapid Transit***

***Fort Worth Transportation Authority***

***Denton County Transportation Authority***

***North Texas Tollway Authority***

***Collin County Toll Road Authority***

***Dallas Fort Worth International Airport***

***Cities of Arlington, Grand Prairie, McKinney and Mesquite***

# ***FY2020 and FY2021 Major Planning Initiatives***

- **Mobility 2045**
- **2021-2024 Transportation Improvement Program**
- **Demographic Forecasting**
- **Data Collection/Travel Model Enhancements**
- **Congestion Management Process Update**
- **Regional Task Force to Consider Next Generation of Air Quality Improvements**
- **Transportation Asset Management**
- **Emphasis on Performance-Based Planning**
- **High-Speed Rail**
- **Automated Vehicle Technology**

## ***FY2020 and FY2021 Major Planning Initiatives (continued)***

- **Bicycle/Pedestrian Plans**
- **Freight Planning**
- **Support for Regional Military Installations**
- **Four Comprehensive Transit Studies**
- **DFW Airport Innovative Transportation Initiatives: Goods Movement, Rail Passenger Connections to the TRE and Hyperloop**
- **Integrated Planning for Regional Transportation, Urban Development, and Stormwater Management**
- **Collin County Strategic Transportation Initiative**
- **Harry Hines Boulevard Corridor Study**
- **MATA M-line Extension Feasibility Study**

# ***Unified Planning Work Program***

**Task 1 – Administration and Management**

**Task 2 – Transportation Data Development and Maintenance**

**Task 3 – Short-Range Planning and Programming, and Air Quality and Transit Operations**

**Task 4 – Metropolitan Transportation Plan**

**Task 5 – Special Studies and System Operations**

## Implemented through:

- 28 Subtasks
- 150-200 Programs and Projects

## Funded through:

- 17 Revenue Sources
- 140+ Grants

**Exhibit I-8 – UPWP Policies**



## ***FY2020 and FY2021 TPF Funding Summary***

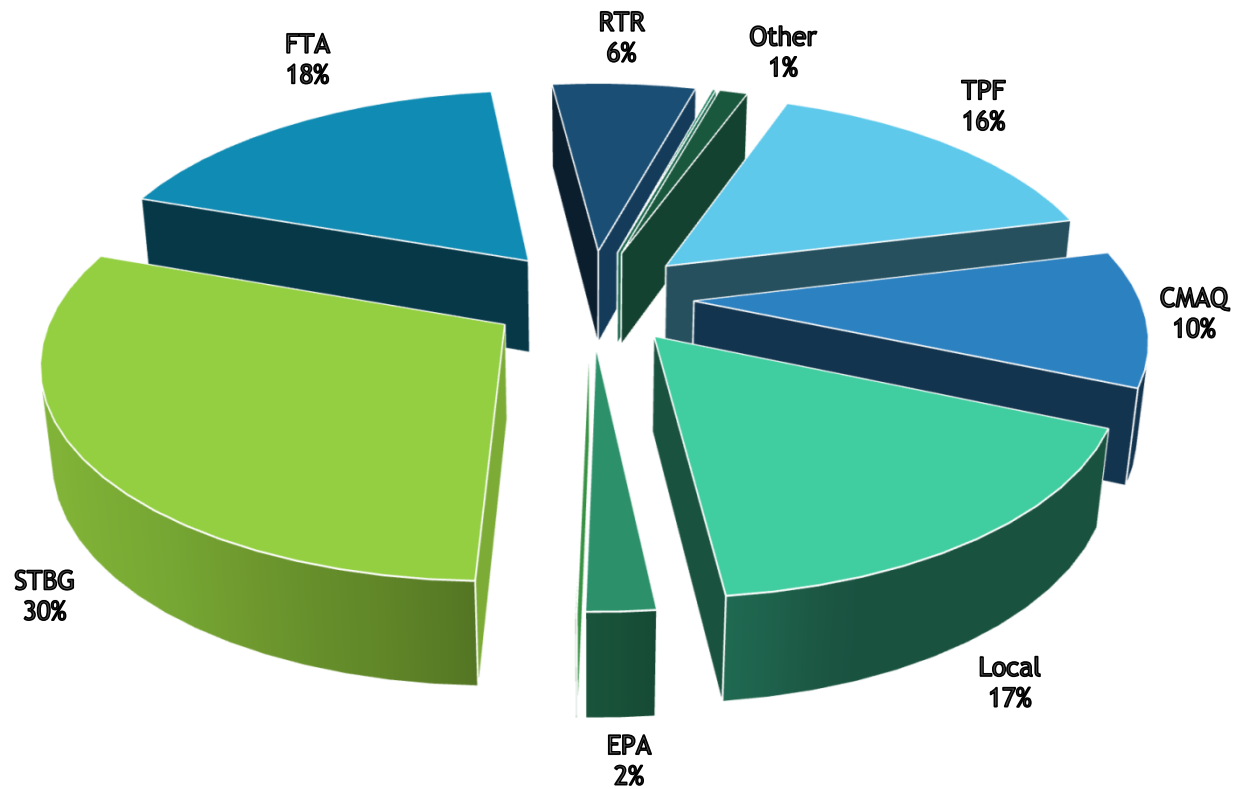
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FY2020 and FY2021 US FTA (5303)	\$ 5,773,584
FY2020 and FY2021 US FHWA (Estimated PL)	\$14,910,150
FY2019 US FHWA (Estimated PL-Carryover)	<u>\$ 4,529,838</u>
<b>Total Transportation Planning Funds</b>	<b>\$25,213,572</b>
<b>Anticipated Expenditures</b>	<b>\$22,770,600</b>
<b>PL Balance to Carry Over to FY2022</b>	<b>\$ 2,442,972</b>

---

# Summary of Total Funding

Estimated Total Funding (all sources): \$146,000,314



## ***Requested RTC Action***

**Approve the FY2020 and FY2021 Unified Planning Work Program (UPWP), including reaffirmation of the UPWP Policies contained in Exhibit I-8 of the Work Program.**

**And**

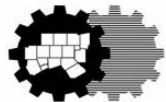
**Direct staff to administratively amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved projects.**

# ***Unified Planning Work Program***

## ***Contact Information***

**Dan Kessler**  
**Assistant Director of Transportation**  
**817-695-9248**  
[dkessler@nctcog.org](mailto:dkessler@nctcog.org)

**Vickie Alexander**  
**Program Manager**  
**817-695-9242**  
[valexander@nctcog.org](mailto:valexander@nctcog.org)



**North Central Texas  
Council of Governments  
Transportation Department**

[\*\*https://www.nctcog.org/trans/study/unified-planning-work-program\*\*](https://www.nctcog.org/trans/study/unified-planning-work-program)

**DRAFT**

**RESOLUTION APPROVING  
THE FY2020 AND FY2021 UNIFIED PLANNING WORK PROGRAM  
FOR REGIONAL TRANSPORTATION PLANNING**

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

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

**WHEREAS**, federal law, the Fixing America's Surface Transportation (FAST) Act, assigns the MPO the responsibility for carrying out the metropolitan planning process, in cooperation with the State and operators of publicly owned transit service; and,

**WHEREAS**, the FAST Act assigns the MPO the responsibility for development of a Unified Planning Work Program which addresses the planning priorities of the metropolitan area and describes the metropolitan transportation and related air quality planning activities to be undertaken and capital purchases to be made to support the planning process; and,

**WHEREAS**, the FY2020 and FY2021 Unified Planning Work Program for Regional Transportation Planning was developed in cooperation with local governments, Dallas Area Rapid Transit, the Denton County Transportation Authority, Trinity Metro, North Texas Tollway Authority, Collin County Toll Road Authority, Texas Department of Transportation, and Dallas Fort Worth International Airport; and,

**WHEREAS**, the FY2020 and FY2021 Unified Planning Work Program for Regional Transportation Planning was approved by the Surface Transportation Technical Committee on June 28, 2019.

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

- Section 1.** The Regional Transportation Council approves the FY2020 and FY2021 Unified Planning Work Program for Regional Transportation Planning.
- Section 2.** This resolution will be transmitted to the Texas Department of Transportation.
- Section 3.** This resolution shall be in effect immediately upon its adoption.

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

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on July 11, 2019.

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Theresa Daniel, Ph.D., Secretary  
Regional Transportation Council  
Commissioner, Dallas County

# BUILD Discretionary Grant Program

## Proposed Project Candidates and Funding Details

1

- Staff proposes the Regional Transportation Council (RTC)/North Central Texas Council of Governments (NCTCOG) submit the following projects:

Project	Non-Federal Funds <sup>1</sup>			Federal Funds <sup>1</sup>		Total Project Cost <sup>1</sup>
	Local	State	Private	Other Federal	Proposed BUILD Request	
North Texas Multimodal Operations, Velocity, Efficiency & Safety (MOVES) Program	\$15.0 <sup>2</sup>	\$0.0	\$2.0 <sup>3</sup>	\$4.5	\$25.0	\$46.5
	37%			63%		
SH 114 Frontage Roads – FM 1938 to Dove Road (Southlake/Trophy Club/Westlake)	\$3.5 <sup>4</sup>	\$7.3	\$0.0	\$10.3	\$25.0	\$46.1
	23%			77%		
US 80 Reconstruction – IH 635 to Belt Line Road (Mesquite)	\$1.2 <sup>5</sup>	\$56.0	\$0.0	\$174.8	\$25.0	\$257.0
	22%			78%		

- All funding and cost values indicated in millions
- Trinity Metro and DART funding commitments
- BNSF Railway funding commitment
- City of Southlake commitment (ROW and construction)
- City of Mesquite commitment (ROW)

<b>Policy Bundle Funding Recommendations</b>				
<b>Entity</b>	<b>Policies Adopted</b>			<b>Recommended 2019 TDCs</b>
	<b>2017</b>	<b>2018</b>	<b>2019</b>	
<b>Cities: Eligibility Requires Adoption of 10 Policies</b>				
City of Arlington	12	13	--	
City of Coppel**	--	11	11	750,000
City of Dallas	15	17	17	2,000,000
City of Denton*	--	--	15	750,000
City of Duncanville***	8	12	--	
City of Farmers Branch**	--	12	--	
City of Fort Worth	14	16	17	2,000,000
City of Garland**	--	14	16	1,250,000
City of Grapevine	12	16	16	750,000
City of Irving*	--	--	12	1,250,000
City of Lewisville	10	13	15	750,000
City of McKinney	15	16	16	750,000
City of Mesquite	11	13	15	750,000
City of North Richland Hills**	8	--	12	750,000
City of Plano	13	16	--	
City of Richardson	12	13	14	750,000
<b>Transit: Eligibility Requires Adoption of 5 Policies</b>				
DCTA	8	10	11	1,250,000
FWTA	5	9	9	2,000,000
<b>Total</b>				<b>15,750,000</b>

### Legend

\*First Application in FY19

\*\*First Application in FY18

\*\*\*Applied in FY17 but did not Meet Requirements

# Metropolitan Transportation Plan Policy Bundle: Round 3

Regional Transportation Council

July 11, 2019

Dan Lamers, P.E.





# What Is The Mobility Plan Policy Bundle?

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**AKA, Appendix H**

**List of 20 Voluntary Policies**

**50 Percent Adoption Rate to Qualify**

**Successful Applicants**

May Receive Transportation Development Credits (TDCs)

Use TDCs as Local Match for Federally Funded Projects

**Must Be New Project**

Not Currently in Transportation Improvement Program (TIP)

**Four Ways to Take Action**



# Action Types

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## Joint Staff Coordination

RTC staff and local agency staff work together to implement and encourage policy implementation

## Governing Body Approval

Resolution, court order, minute order, or other instrument reflecting approval for the policy is passed

## Ordinance

Ordinance or other locally enforceable rule or law is passed

## Election

An election is held to implement the policy



# Sample Policies

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**Employee Trip Reduction**

**Parking Management**

**Safe Access to Schools**

**Railroad Safety**

**Land Use Strategies**

**Complete Streets**

**Idling Restrictions**

**Freight-Oriented Development**



# Successful Applicants

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## 12 Local Governments

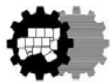
Coppell  
Dallas  
Denton  
Fort Worth  
Garland  
Grapevine  
Irving  
Lewisville  
McKinney  
Mesquite  
North Richland Hills  
Richardson

## 2 Transit Agencies

DCTA  
Trinity Metro



<b>Entity</b>	<b>Recommended TDCs</b>
<b>Coppell</b>	<b>750,000</b>
<b>Dallas</b>	<b>2,000,000</b>
<b>Denton</b>	<b>750,000</b>
<b>Fort Worth</b>	<b>2,000,000</b>
<b>Garland</b>	<b>1,250,000</b>
<b>Grapevine</b>	<b>750,000</b>
<b>Irving</b>	<b>1,250,000</b>
<b>Lewisville</b>	<b>750,000</b>
<b>McKinney</b>	<b>750,000</b>
<b>Mesquite</b>	<b>750,000</b>
<b>North Richland Hills</b>	<b>750,000</b>
<b>Richardson</b>	<b>750,000</b>
<b>DCTA</b>	<b>1,250,000</b>
<b>Trinity Metro</b>	<b>2,000,000</b>
<b>Total</b>	<b>15,750,000</b>



# Requested Action

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**Approve NCTCOG staff recommendation for distributing Transportation Development Credits to successful Policy Bundle funding opportunity applicants as detailed in Reference Item 9.1.**



# Contact

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## **DJ Hale**

Risk and Compliance Coordinator  
djhale@nctcog.org  
(817) 608-2373

## **Brian Dell**

Senior Transportation Planner  
bdell@nctcog.org  
(817) 704-5694

## **Kevin Feldt**

Program Manager  
kfeldt@nctcog.org  
(817) 704-2529



# DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

*Fiscal Year 2020-2022 Goal Update*

*Regional Transportation Council  
July 11, 2019*

*Ken Kirkpatrick, Counsel for Transportation*



North Central Texas  
Council of Governments



## FY2020-2022 DBE GOAL UPDATE

### *DBE Program Guidance and Thresholds*



Requirement: [49 Code of Federal Regulations Part 26](#)

Who is required to have a DBE Program:

- Certain Recipients of Federal Funds (FTA, FHWA, FAA)

What are the Requirements:

- Updated DBE Goal Every Three Years (new goal due August 1, 2019)
- Current Goal of 25% Active through September 30, 2019, covered FY2017-2019
- Publication of DBE goal as part of RFP
- Certification of DBE Eligibility

## **FY2020-2022 DBE GOAL UPDATE**

### *Process to Update DBE Goal*

- ✓ Initiate Public Input/Stakeholder Involvement
- ✓ Project Potential Contract Awards (FY 20-22)
- ➔ DBE Goal Development

Publish Goal for Public Comment/Review

Committee Review/Consideration

Implement New DBE Goal – October 1, 2019

**FY2020-2022 DBE  
GOAL UPDATE**

*DBE Goal Update  
Principles*

Forecast Subrecipient Contract Awards

Consider Market Area

Segregate Analysis by Funding Source

Segregate Analysis by Type of Contract Activity

## FY2020-2022 DBE GOAL UPDATE

### *Project Potential Contract Awards*

### *NCTCOG and Subrecipients*

Procurement Type	Potential Awards (in \$1,000s**) FTA	Potential Awards (in \$1,000s**) FHWA	Potential Awards (in \$1,000s**) TOTAL
Building Construction	\$275	\$0	\$275
Marketing, Advertising, and Public Relations	\$268	\$1,805	\$2,073
Office Supplies and Equipment (Rental and Purchase)	\$587	\$430	\$1,017
Operational Administrative, Communications, Support Services	\$ 2,476	\$0	\$2,476
Planning/Engineering	\$6,830	\$10,044	\$16,874
Software and Ancillary Information Technology Professional Services	\$383	\$434	\$817
Transportation Equipment	\$0	\$3,586	\$3,586
Vehicle Maintenance and Operations Support	\$4,998	\$0	\$4,998
<b>TOTAL</b>	<b>\$15,817</b>	<b>\$16,299</b>	<b>\$32,116</b>

\*\*Dollars represent total contract award. Federal share may be 50%-100% of contract award.

# FY2020-2022 DBE GOAL UPDATE

## *Preliminary DBE Availability Analysis*

*NCTCOG and Subrecipients*

\*\*Dollars represent total contract award. Federal share may be 50%-100% of contract award.

Procurement Type	Potential Awards (in \$1,000s**)	DBE Firms	Total Firms	DBE Goal
Building Construction	\$275	235	791	29.7%
Marketing, Advertising, and Public Relations	\$2,073	261	1734	15.1%
Office Supplies & Equipment (Rental & Purchase)	\$1,017	29	997	2.9%
Operational Administrative, Communications, Support Services	\$2,476	406	8205	4.9%
Planning/Engineering	\$16,874	524	1673	31.3%
Software and Ancillary Information Technology Professional Services	\$817	219	2635	8.3%
Transportation Equipment	\$3,586	8	104	7.7%
Vehicle Maintenance and Operations Support	\$4,998	30	2569	1.2%
<b>TOTAL</b>	<b>\$32,116</b>	<b>1,712</b>	<b>18,708</b>	<b>9.2%</b>
<b>Total Weighted Summary</b>				<b>19.4%</b>

# FY2020-2022 DBE GOAL UPDATE

## *Preliminary DBE Availability Analysis*

*NCTCOG and Subrecipients (FTA, FHWA Funds)*

CONTRACTING ENTITY	FTA	FHWA	TOTAL
NCTCOG	30.4%	27.3%	28.4%
SUBRECIPIENTS	3.2%	7.7%	5.0%
TOTAL WEIGHTED GOAL *	15.8%	21.3%	19.4%

\*Weighted by Contract Service Type, Contract Award Amount, and Market Area

# FY2020-2022 DBE GOAL UPDATE

## *Schedule*

TASK	DATE	STATUS
Public Meeting to Kickoff DBE Goal Update Process	June 10	✓
STTC Meeting: Information Item	June 28	✓
Consultation Meeting with Stakeholders	July 2	✓
Notice to Public of Proposed Goal (start 45-Day Public Comment Period)	July 10	✓
RTC Meeting: Information Item	July 11	✓
Submit draft Electronically to FTA	August 1	
STTC: Action Item	August 23	
End of 45-day Public Comment Period	August 30	
RTC: Action Item	Sept. 12	
Executive Board: Action Item	Sept. 26	
Submit Final Electronically to FTA	Sept. 27	
DBE Program Update and Goal Effective	October 1	

# FY2020-2022 DBE GOAL UPDATE

*Questions?*



## **Ken Kirkpatrick**

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DBE Liaison Officer

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Grants and Contracts Manager

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**Regional Transportation Council Attendance Roster**  
**July 2018 - June 2019**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>7/12/18</b>	<b>8/9/18</b>	<b>9/13/18</b>	<b>10/11/18</b>	<b>11/8/18</b>	<b>12/13/18</b>	<b>1/10/19</b>	<b>2/14/19</b>	<b>3/14/19</b>	<b>4/11/19</b>	<b>5/9/19</b>	<b>6/13/19</b>
Tennell Atkins (09/17)	Dallas	A	P	A	A	A	A	P	P	A	P	P	P
Richard E. Aubin (06/18)	Garland	P	P	P	P	P	P	P	P	A(R)	P	P	P
Sue S. Bauman (10/17)	DART	A	P	E	P	A	P	P	P	A	P	P	P
Mohamed Bur (06/18)	TxDOT, Dallas	P	P	P	P	E(R)	P	E(R)	P	E(R)	E(R)	P	P
Loyl Bussell (05/17)	TxDOT, FW	E	P	P	P	E(R)	P	E(R)	P	P	E(R)	P	A(R)
Rickey D. Callahan (09/17)	Dallas	A(R)	P	P	P	E(R)	P	P	P	P	P	P	P
George Conley (07/18)	Parker Cnty	P	P	P	P	P	P	P	P	P	P	P	P
David L. Cook (05/16)	Mansfield	P	P	P	P	E(R)	P	P	P	E(R)	P	P	P
Theresa Daniel (11/18)	Dallas Cnty	--	--	--	--	P	P	A	P	P	P	P	P
Rudy Durham (7/07)	Lewisville	P	P	P	P	P	P	P	E	P	P	P	P
Andy Eads (1/09)	Denton Cnty	P	P	P	P	P	P	P	P	P	P	E(R)	P
Kevin Falconer (07/17)	Carrollton	P	P	E(R)	P	E(R)	P	P	P	P	E	P	P
Gary Fickes (12/10)	Tarrant Cnty	P	P	P	P	P	P	P	P	P	P	E(R)	P
George Fuller (07/17)	McKinney	E(R)	P	A	A	P	P	A(R)	A	A	A	P	A
Rick Grady (09/18)	Plano	--	--	P	P	A	P	P	P	P	P	P	P
Lane Grayson (01/19)	Ellis Cnty	--	--	--	--	--	--	P	P	P	P	P	P
Sandy Greyson (11/11)	Dallas	A	E	P	P	P	P	P	P	E	P	P	P
Jim Griffin (06/18)	Bedford	P	E(R)	P	E(R)	P	P	P	P	P	P	P	P
Moyn Haddad (10/14)	NTTA	P	A	P	P	P	P	P	A	A	P	E	A
Roger Harmon (1/02)	Johnson Cnty	P	P	E	E	P	P	P	P	P	P	P	E
Clay Lewis Jenkins (04/11)	Dallas Cnty	P	P	P	P	P	A	P	P	A	E(R)	P	A(R)
Ron Jensen (06/13)	Grand Prairie	P	P	E	E(R)	P	P	P	E(R)	P	P	P	E
Jungus Jordan (4/07)	Fort Worth	P	P	P	E	P	P	P	P	P	P	P	P
Lee M. Kleinman (09/13)	Dallas	A(R)	P	A	P	P	P	P	P	A(R)	P	P	P
David Magness (06/13)	Rockwall Cnty	E	E	P	P	P	P	P	P	E	P	P	P
Scott Mahaffey (03/13)	FWTA	P	P	E(R)	P	P	P	P	E(R)	E(R)	P	E(R)	P
Curtistene McCowan (06/19)	DeSoto	--	--	--	--	--	--	--	--	--	--	--	P
B. Adam McGough (07/16)	Dallas	P	P	A	P	E(R)	P	A(R)	P	P	P	P	P
William Meadows (02/17)	DFW Airport	P	A	E(R)	E(R)	P	E	P	E	E	P	E	A
Steve Mitchell (07/17)	Richardson	P	E(R)	P	P	P	E(R)	P	E(R)	P	P	P	P
Cary Moon (06/15)	Fort Worth	P	P	P	A	E	P	A	P	P	P	E	A
Stan Pickett (06/15)	Mesquite	P	P	E(R)	E	P	P	P	P	P	P	P	P
John Ryan (05/18)	Denton	A	P	P	P	P	P	P	P	E	P	P	P
Will Sowell (10/17)	Frisco	A	P	P	E(R)	P	P	A	P	P	P	E(R)	A
Stephen Terrell (6/14)	Allen	P	P	P	P	P	P	P	P	P	P	P	P
T. Oscar Trevino Jr. (6/02)	Nrth Rch Hills	E(R)	P	A(R)	P	E(R)	E(R)	P	P	P	P	P	P
William Tsao (3/17)	Dallas	P	P	P	P	P	P	P	P	E(R)	P	P	P

P= Present

A= Absent

R=Represented by Alternate

--= Not yet appointed

E= Excused Absence (personal illness, family emergency,  
jury duty, business necessity, or fulfillment  
of obligation arising out of elected service)

**Regional Transportation Council Attendance Roster  
July 2018 - June 2019**

<b>RTC MEMBER</b>	<b>Entity</b>	<b>7/12/18</b>	<b>8/9/18</b>	<b>9/13/18</b>	<b>10/11/18</b>	<b>11/8/18</b>	<b>12/13/18</b>	<b>1/10/19</b>	<b>2/14/19</b>	<b>3/14/19</b>	<b>4/11/19</b>	<b>5/9/19</b>	<b>6/13/19</b>
Dennis Webb (8/18)	Irving	--	P	P	P	P	P	P	A	E(R)	P	P	P
Duncan Webb (6/11)	Collin Cnty	E(R)	P	P	P	P	P	P	E(R)	P	P	P	E(R)
B. Glen Whitley (2/97)	Tarrant Cnty	A	E(R)	P	P	P	E	E	E	P	E	E(R)	P
W. Jeff Williams (10/15)	Arlington	P	E(R)	E(R)	E	P	P	P	P	E(R)	P	E(R)	E
Ann Zadeh (06/17)	Fort Worth	P	P	P	P	E	P	P	P	P	P	P	P

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Surface Transportation Technical Committee Attendance Roster  
May 2018-May 2019

STTC MEMBERS	Entity	5/25/18	6/22/18	7/27/18	8/24/18	9/28/18	10/26/18	12/7/18	1/25/19	2/22/19	3/22/19	4/26/19	5/24/19
Joe Atwood	Hood County	--	--	P	A	P	A	P	P	P	P	P	A
Antoinette Bacchus	Dallas County	A	A	A	A(R)	A	A	P	A	A	A	A	A
Melissa Baker	Irving	--	--	--	--	--	--	--	--	--	--	E	E
Micah Baker	Dallas County	P	P	P	A	P	P	P	A	P	A	P	A
Bryan Beck	Grapevine	A(R)	P	P	P	P	P	P	P	P	P	P	A
Katherine Beck	Fort Worth	A	P	P	P	P	P	A	P	P	P	P	A
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	A	A	A	P	A	A	A
Shon Brooks	Waxahachie	--	--	--	--	--	--	--	--	--	--	P	P
Tanya Brooks	Fort Worth	--	--	--	--	--	--	--	--	P	A	P	P
Curt Cassidy	Mesquite	P	P	P	P	P	P	P	P	P	A(R)	P	A
Ceason Clemens	TxDOT, Dallas	A	P	P	P	P	P	P	P	P	P	P	P
Robert Cohen	Southlake	A	P	A	A	A	A	A	A	A	A	A	A
Kent Collins	Coppell	P	A(R)	P	A	P	P	A	P	A	A	A	A
John Cordary, Jr.	TxDOT, FW	P	P	P	P	P	P	E	P	P	P	P	P
Hal Cranor	Eules	P	A	P	P	P	P	P	A	P	P	P	P
Clarence Daugherty	Collin County	P	P	P	P	P	P	P	P	P	P	P	P
Chad Davis	Wise County	P	P	P	P	P	A	A	P	A	P	P	A
Pritam Deshmukh	Denton	--	--	--	--	--	--	P	P	R	P	P	P
Greg Dickens	Hurst	A(R)	A(R)	A	A(R)	A(R)	A	A(R)	A(R)	A	A(R)	A(R)	A
David Disheroon	Johnson County	P	P	P	A	P	A	P	P	A	P	A	A
Phil Dupler	FWTA	P	P	A	P	P	P	P	P	P	P	P	P
Chad Edwards	Fort Worth	--	--	--	--	--	--	--	--	P	P	P	P
Claud Elsom	Rockwall County	P	P	A	P	P	P	P	P	P	P	A	P
Eric Fladager	Fort Worth	P	P	P	P	P	P	P	P	A	P	A(R)	P
Chris Flanigan	Allen	P	P	P	P	P	P	P	P	P	P	P	P
Ann Foss	Arlington	A	P	P	P	P	A	P	P	P	P	P	P
Ricardo Gonzalez	TxDOT, FW	--	--	--	P	A	P	P	P	P	P	P	A
Gary Graham	McKinney	A	P	P	P	A	P	A	A	A	A	P	A
Tom Hammons	Carrollton	P	A	A	P	A	A	A	A	A	P	P	P
Ron Hartline	The Colony	P	A(R)	A	A(R)	A(R)	A(R)	A	A	P	P	A(R)	A(R)
Kristina Holcomb	DCTA	P	P	P	P	P	P	P	P	P	P	P	A(R)
Matthew Hotelling	Flower Mound	A	A	P	P	P	P	P	P	P	P	P	P
Kirk Houser	Dallas	P	A(R)	A	P	P	P	A	P	P	P	P	P
Terry Hughes	Weatherford	P	P	P	P	P	A	P	P	P	P	P	P
Tony Irvin	DeSoto	--	--	--	--	--	P	P	A	P	A	A	P
Paul Iwuchukwu	Arlington	A	P	A	P	A	P	A(R)	P	P	A(R)	P	P
Kelly Johnson	NTTA	A	A	A	A	A(R)	A	A	A	A	P	A	A
Sholeh Karimi	Grand Prairie	A	A	P	A	A	P	A	P	P	P	P	P
Paul Knippel	Frisco	A	A	A	A(R)	A	A	A	A	A	A	A	A
Chiamin Korngiebel	Dallas	P	P	A	P	P	A	A	A	P	A	A	P
Alonzo Liñán	Keller	P	A	P	P	P	A	P	P	P	P	P	A

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Surface Transportation Technical Committee Attendance Roster  
May 2018-May 2019

STTC MEMBERS	Entity	5/25/18	6/22/18	7/27/18	8/24/18	9/28/18	10/26/18	12/7/18	1/25/19	2/22/19	3/22/19	4/26/19	5/24/19
Clay Lipscomb	Plano	--	--	--	--	--	--	--	--	P	A	P	P
Paul Luedtke	Garland	P	P	P	P	A(R)	P	A	P	P	A	P	A(R)
Stanford Lynch	Hunt County	P	P	P	P	P	P	A(R)	P	P	P	A	A
Alberto Mares	Ellis County	P	A(R)	P	A(R)	P	P	P	A	P	P	P	P
Wes McClure	Mesquite	--	--	--	--	P	A(R)	P	P	P	P	A(R)	P
Laura Melton	Burleson	P	A	A	P	P	A	P	P	P	A	P	P
Brian Moen	Frisco	A	A	P	A	P	P	P	E(R)	P	P	P	P
Cesar Molina, Jr.	Carrollton	A	P	A	A	P	A	P	P	P	A	A	A
Mark Nelson	Richardson	--	--	--	--	--	--	P	P	P	E(R)	P	E(R)
Jim O'Connor	Irving	P	P	P	P	P	P	A	P	P	P	P	P
Kenneth Overstreet	Bedford	A	A	A	A	P	A	A	A	A	A	A	A
Kevin Overton	Dallas	P	A	P	P	P	A	P	P	P	P	E	P
Dipak Patel	Lancaster	P	P	P	P	P	A(R)	A	P	P	A	P	A(R)
Todd Plesko	DART	A	P	P	A	P	A	P	P	P	P	P	P
Shawn Poe	Richardson	--	--	--	--	--	--	P	P	R	P	E(R)	E
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	A	P
Bryan G. Ramey II	Duncanville	P	P	P	P	P	P	P	P	P	A	A(R)	A(R)
Lacey Rodgers	TxDOT, Dallas	--	--	--	--	P	P	P	A	P	A	A	A
Greg Royster	DFW Int. Airport	P	P	A(R)	E	P	P	P	P	P	P	P	P
Moosa Saghian	Kaufman County	A	P	A	P	P	P	A	P	A	P	P	P
David Salmon	Lewisville	A(R)	P	P	P	A(R)	P	P	P	P	A(R)	A(R)	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	P	P	P	P
Walter Shumac, III	Grand Prairie	P	P	P	P	P	P	P	A	A	P	P	P
Ray Silva-Reyes	Colleyville	--	--	--	--	--	--	--	--	--	--	A	A
Randy Skinner	Tarrant County	P	P	P	P	P	P	P	P	P	P	P	A
Angela Smith	FWTA	E	P	A	P	P	A	P	P	P	P	A	A
Chelsea St. Louis	Dallas	P	P	A	P	P	A	P	P	P	P	A	P
Cheryl Taylor	Cleburne	--	--	--	--	P	P	P	P	P	P	P	P
Caleb Thornhill	Plano	P	P	A	A	A	A	P	A	A	A	A	P
Matthew Tilke	McKinney	P	P	P	A	P	A	A(R)	P	P	P	A	P
Dave Timbrell	Garland	A	A	A	A	A	A	A	A	A	A	A	A
Joe Trammel	Tarrant County	--	--	--	--	--	--	P	P	P	A	A	P
Gregory Van Nieuwenhuize	Haltom City	A	P	P	P	P	P	P	P	P	A(R)	A(R)	P
Daniel Vedral	Irving	P	P	P	E	A	P	A(R)	P	P	A	P	P
Caroline Waggoner	North Richland Hills	P	P	P	P	P	P	P	P	P	P	P	P
Jared White	Dallas	A	A	A	P	P	A	P	A	A	A	A	A
Robert Woodbury	Cedar Hill	P	P	P	P	P	P	P	P	P	A	P	P
John Wright	Greenville	P	P	P	P	A	A	A	P	A	E	A	P
Jamie Zech	TCEQ	A	A	A	A	A	A	A	A	A	A	A	A

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jury duty, or business necessity)

## MINUTES

### **SURFACE TRANSPORTATION TECHNICAL COMMITTEE May 24, 2019**

The Surface Transportation Technical Committee (STTC) held a meeting on Friday, May 24, 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: David Boski, Shon Brooks, Tanya Brooks, Ceason Clemens, John Cordary Jr., Hal Cranor, Clarence Daugherty, Pritam Deshmukh, Phil Dupler, Chad Edwards, Claud Elsom, Eric Fladager, Chris Flanigan, Ann Foss, Tom Hammons, Brian McNulty (representing Ron Hartline), Ann Boulden (representing Kristina Holcomb), Matthew Hotelling, Kirk Houser, Terry Hughes, Tony Irvin, Paul Iwuchukwu, Sholeh Karimi, Chiamin Korngiebel, Clay Lipscomb, Wayne Wolverton (representing Paul Luedtke), Alberto Mares, Wes McClure, Laura Melton, Brian Moen, Jessica Shutt (representing Mark Nelson), Jim O'Connor, Kevin Overton, Than Nguyen (representing Dipak Patel), Todd Plesko, John Polster, Tim Porter, Jacqueline Culton (representing Bryan G. Ramey II), Greg Royster, Moosa Saghian, David Salmon, Lori Shelton, Brian Shewski, Walter Shumac III, Chelsea St. Louis, Cheryl Taylor, Caleb Thornhill, Matthew Tilke, Joe Trammel, Gregory Van Nieuwenhuize, Daniel Vedral, Caroline Waggoner, Robert Woodbury, and John Wright.

Others present at the meeting were: James Adkins, Angela Alcedo, Nick Allen, Tom Bamonte, Berrien Barks, Carli Baylor, Natalie Bettger, Abiel Carrillo, Lori Clark, Michael Copeland, Nick Dayal, Cody Derrick, Jory Dille, Ryan Dufour, Jackson Enberg, Matt Fall, Kevin Feldt, Mike Galizio, David Garcia, Kimberley Garduno, Christie Gotti, Jeff Hathcock, Victor Henderson, Rebekah Hernandez, Chris Hoff, Bethany Hyatt, Amy Johnson, Dan Kessler, Gus Khankarli, Chris Klaus, Dan Lamers, Sonya Landrum, April Leger, Travis Liska, Nancy Luong, Michael Morris, Jenny Narvaez, Trey Pope, Chris Reed, Kyle Roy, Caryn Sanders, Jessica Scott, Daniel Snyder, David Sutton, Mitzi Ward, Amanda Wilson, and Kate Zielke.

1. **Approval of April 26, 2019, Minutes:** The minutes of the April 26, 2019, meeting were approved as submitted in Reference Item 1. Daniel Vedral (M); John Polster (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 Modifications:** A recommendation for Regional Transportation Council approval of modifications to the FY2018 and FY2019 Unified Planning Work Program (UPWP) was requested. Direction for staff to also amend the Transportation Improvement Program and other administrative/planning documents, as appropriate, to reflect the approved modifications was also included in the action. The proposed amendments were provided in Electronic Item 2.1.1, and additional information was provided in Electronic Item 2.1.2.

A motion was made to approve the item on the Consent Agenda. John Polster (M); Daniel Vedral (S). The motion passed unanimously.

3. **Transportation Alternatives Set-Aside Program Project Selection:** Daniel Snyder presented projects proposed for funding through the 2019 Transportation Alternatives Set-Aside (TA Set-Aside) Program Call for Projects. Evaluation and scoring criteria requirements for applications were highlighted. For Fiscal Year (FY) 2020, the region was apportioned approximately \$7.94 million in funding for bicycle and pedestrian infrastructure projects selected through a competitive process. Based on the region's equitable distribution

percentages, approximately \$2.7 million was available in the western subregion and approximately \$5.24 million in the eastern subregion. Agencies that qualified were eligible to use Metropolitan Transportation Plan Policy Bundle Transportation Development Credits (TDC) in lieu of a local cash match. Since the call for projects closed on March 1, 2019, staff evaluated project applications using the scoring criteria detailed in Electronic Item 3.1. A total of 29 project applications requesting over \$33 million in federal funding were received. In the western subregion, the two highest scoring projects were recommended for funding award: 1) City of Grapevine, Cotton Belt Trail Segment 2 for \$1,923,024; and 2) City of Grapevine, Cotton Belt Trail Segment 1 for \$777,936. In the eastern subregion, the top five projects were recommended for funding award: 1) City of Plano, Cotton Belt Trail Segment 26 for \$1,700,718; 2) City of Richardson, Cotton Belt Segment 21 for \$460,851; 3) City of Dallas, Cotton Belt Trail Segments 18 and 20 for \$2,419,157; 4) City of Coppell, Cotton Belt Trail Segment 3 for \$662,314 in TA Set Aside funds and \$1,567,454 Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds (TDCs awarded to project for local match); and 5) Dallas County, Harry Hines Multimodal Connection, \$2,399,747 CMAQ funds. Mr. Snyder noted that with limited TA funding available and several high scoring projects in the eastern subregion, staff recommended supplementing TA funds with CMAQ funds in order to fully fund the City of Coppell project and entirely fund the Dallas County project. In summary, staff recommended over \$11.9 million in federal funds with local agencies contributing over \$3.1 million for a total of over \$15 million for active transportation infrastructure. The timeline for the effort was reviewed. Pending approval by the Committee and the Regional Transportation Council, staff will work with agencies to program the approved projects in the Transportation Improvement Program in order to obligate funding in a timely manner. Staff recommendations were provided in Reference Item 3.2 and included details of the scoring and evaluation for each project. A motion was made to recommend Regional Transportation Council approval of the proposed list of projects to fund through the 2019 Transportation Alternatives Set-Aside Program Call for Projects as provided in Reference Item 3.2. Action also included a recommendation to the Regional Transportation Council for staff to administratively amend the Transportation Improvement Program/Statewide Transportation Improvement Program and other planning/administrative documents to incorporate these changes. John Polster (M); Jim O'Connor (S). The motion passed unanimously.

4. **Clean Fleets North Texas 2019 Call for Projects:** Nancy Luong provided an overview of the proposed Clean Fleets North Texas 2019 Call for Projects. In June 2018, the North Central Texas Council of Governments submitted a grant proposal to the Environmental Protection Agency under the National Clean Diesel Funding Assistance Program and was awarded approximately \$1.1 million. Staff proposed to add the remaining \$122,727 from the 2017 award to the new funds for a total of approximately \$1.2 million. The award includes approximately \$40,000 for staff administration of the call for projects. Air quality benefits from projects implemented with this funding are anticipated at 30.5 tons of nitrogen oxides (NO<sub>x</sub>) and 2.7 tons of particulate matter (PM) reduced. Eligible applicants include local governments and private companies who contract with local governments. Eligible activities include the replacement of model year 1996-2006 on-road diesel vehicles 16,001 pounds and over (other model years eligible on a case-by-case basis) and non-road diesel equipment that is operated over 500 hours per year. All old vehicles/equipment must be scrapped. Costs are funded at 45 percent if the replacement is electric, 35 percent if an engine is certified to California Air Resources Board (CARB) optional low-NO<sub>x</sub> standards, and at 25 percent for all other replacement types. Ms. Luong also reviewed the proposed eligibility and selection criteria, detailed in Reference Item 4. Entities must have adopted the Clean Fleet Policy. To reduce risk and administrative burden, a minimum subaward of \$100,000 was proposed. Applications will be scored based on the cost per ton of NO<sub>x</sub> reduced, as well as on risk and oversight criteria. The timeline for this effort was highlighted. Of note, the call for projects is anticipated to open on June 14, 2019, and close on

September 6, 2019. If needed, staff proposed to reopen the call for projects on a rolling, quarterly basis to fully award funds. A motion was made to recommend Regional Transportation Council approval of the Clean Fleets North Texas 2019 Call for Projects details, integrating funds from previous call for projects, eligibility screens, and selection criteria. Action also included a recommendation for approval of the proposed timeline, flexibility to reopen the timeline if needed to fully award funds, and the option to relax the minimum subaward requirement, if needed. Daniel Vedral (M); John Polster (S). The motion passed unanimously.

5. **United States Army Corps of Engineers Stormwater Project:** Michael Morris presented an overview of a partnership approach to incorporate stormwater infrastructure planning as a component of regional transportation planning. The goal of the partnership is to prevent flooding resulting from stormwater runoff in rural parts of region, as well as downstream flooding on the Trinity River. It is estimated that for riverine flooding, communities save \$5-7 for every \$1 invested in mitigation strategies and higher standards versus recovery from flooding actions. He noted that Congresswoman Eddie Bernice Johnson and Congresswoman Kay Granger have asked that a presentation be given to the entire Congressional Delegation to determine feasibility of a national protocol for stormwater prevention. A working group of partners and stakeholders will be created to carry out a comprehensive planning effort in Wise County and portions of Dallas, Denton, Ellis, Johnson, Parker, and Tarrant counties. This will include federal, State, and local agencies outlined in Electronic Item 5, as well as the Texas General Land Office. Proposed efforts include transportation infrastructure such as bridge structure elevation, culvert diameters, modeling of the results of future growth, the use of green parkways for water detention, and others. Related to safety, partners will discuss the use of technology to route away from low-water crossings. In addition, is important to prioritize the mitigation of known low-lying facilities over time and implement project updates. For stormwater, efforts will be focused on minimizing runoff, reducing downstream flooding, and creating detention areas. In addition, rural areas have requested tools, data, and experts to assist with stormwater flood prevention. Environmental features to address stormwater runoff may include tree farms that could be intentionally saturated or options to filter stormwater for use in recharging aquifers. Mr. Morris also noted that within transportation, wetland and stream bed mitigation is needed and that there may be an opportunity to integrate mitigation banking into this effort. There may also be an opportunity to use environmental stewardship as a revenue element such as encouraging the private sector to participate in mitigation banking. Regarding funding, Mr. Morris noted that Congress currently provides funding to federal agencies with flexibility to be used for this purpose, and this effort will give an opportunity to use a portion of the funds for prevention. Approximately \$10 million has been established as the project funding goal and it was proposed that the Regional Transportation Council pay no more than \$3 million. Details were provided in Electronic Item 5, and members were asked to provide comments or concerns to staff for inclusion in future presentations. John Polster discussed the fact that Denton County is one of the few counties that has three USACE-controlled lakes within its boundaries, with Lake Lewisville receiving the most impact from flooding. He noted there is already a lot of trauma in Denton County associated with the retention of stormwater and added that anything that would help mitigate the flooding from stormwater would be helpful. He added that he believes there should be some recognition for agencies that implement projects with specifications to minimize downstream impacts, that the increased costs associated with the projects not be held against those projects in the cost effectiveness due to increased costs. Chad Edwards noted that on the north side of the region he would like to see the study follow the flood plains or water sheds more closely. It is currently marked at county boundaries, and he noted there may be an opportunity to work with the metropolitan planning organizations in Sherman-Denison and counties to the west and north. Mr. Morris noted that these and many other details will be part of the discussion as the partnership is developed.

6. **Legislative Update:** Nicholas Allen provided an update on federal legislative actions. He discussed infrastructure investment identified by President Trump as a priority for his presidency. In April, President Trump and Democratic Congressional leaders met and agreed to work toward a bipartisan bill with \$2 trillion in spending. Many expected a proposed bill that would contain support for public-private partnerships. A recent follow up meeting to discuss funding or financing mechanisms ended with accusation of politicking and negotiations have stalled. Transportation analysts agree that an infrastructure bill before the 2020 elections is unlikely. Regarding Fiscal Year 2020 appropriations, the House Appropriations Committee has released a draft Transportation-Housing and Urban Development bill that allocates \$75.8 billion, of which \$25.3 billion goes to the United States Department of Transportation. There was also an increase to the Federal Aviation Administration's safety funding, but most programs stay at the 2019 funding levels. Mr. Allen also provided an update on the Texas Legislature. Related to air quality, SB 1070 would have funded a local initiatives project and was the region's top air quality legislative priority this session. The House budget originally included funding for this bill, but it was dropped and any efforts to pass this bill were rendered futile. HB 3745, related to the Texas Emissions Reduction Plan (TERP), would allow for the comptroller to administer the fund and would also authorize the Texas Commission on Environmental Quality to fund programs that reduce emissions. The bill was sent to conference committee. No high-speed rail bills made it to the House or Senate floor, and the harmful rider in the budget was not included. For tolling and tolled projects, SB 198 related to the payment for the use of a highway toll project was filed to authorize automatic payments from toll collection entities and authorized entities to send a notice of payment before penalties begin accruing. The bill would also compel toll project entities to replace transponders if detected to malfunction multiple times. HB 1951, related to the development, construction and operation of toll projects was pronounced dead by procedural action. HB 1631 was related to prohibiting the use of photographic traffic signal enforcement systems. A substitute version of the bill may allow some entities to be grandfathered in and allow for them to continue to use the cameras until the contracts expire. However, due to language in the bill, some of the contracts will be rendered unenforceable on day one. Mr. Allen also highlighted other miscellaneous bills including SB 282 related to the allocation of money associated with delays of transportation projects and SB 962 that would extend the Proposition 1 sunset date. HB 3082, relating to investigating and prosecuting the criminal offense of operating an unmanned aircraft over or near certain facility, provides that a person commits criminal negligence if they operate a drone over or near correctional facility. An amendment to the bill would also allow for military installations to be added to the list of critical infrastructures. In conclusion, he noted that the legislature is expected to work through the weekend, with the session ending on May 27, 2019. John Polster discussed SB 282 related to the delay transportation projects. He asked how liquidated damages would be charged on projects. Rebekah Hernandez noted that for contractors that do not meet deadlines, a fine must be paid with the funds allocated to the Texas Department of Transportation who would then allocate the funds to the district in which the project was located.
  
7. **Congestion Management Process Update:** Mike Galizio presented information on the Congestion Management Process (CMP) document update. Federal requirements specify that Metropolitan Planning Organizations (MPO) in urbanized areas with a population exceeding 200,000 must prepare, maintain, and implement a CMP. In addition, regulations require that MPOs in air quality nonattainment areas for ozone must demonstrate that CMP strategies are being incorporated into roadway capacity expansion projects. Staff is working with the Texas Department of Transportation to revisit its existing CMP compliance and tracking process, and additional information will be provided to members in the future. Mr. Galizio noted that the CMP looks at strategies to address recurring congestion related to commuter traffic, as well as non-recurring congestion related to traffic incidents and construction activities. Types of strategies to be included in the CMP were highlighted,



including travel demand management, transportation system management and operations, intelligent transportation systems technologies, traffic incident management, constructions management and coordination, and asset optimization improvements. Examples of each strategy type were provided, and it was noted that the North Central Texas Council of Governments is moving forward with the creation of a new Regional Construction Coordinator position to further address nonrecurrent congestion associated with construction activities. In addition, key questions or topics to be covered in the next update were highlighted. He noted that staff is currently collecting and analyzing internal and external data, as well as feedback on performance measures and strategies. Congestion levels throughout the region are also being reevaluated to determine if expansion to the designated CMP network should be included in the update, and staff is also meeting internally to promote consistency between the roadway corridor limits identified in the CMP and the Metropolitan Transportation Plan (Mobility 2045). The schedule for this effort was highlighted, which will include a public meeting and both Surface Transportation Technical Committee and Regional Transportation Council workshops. Additional information about the CMP document is available at [www.nctcog.org/cmp](http://www.nctcog.org/cmp).

8. **Draft FY2020 and FY2021 Unified Planning Work Program:** Dan Kessler presented a summary on the development of the proposed FY2020 and FY2021 Unified Planning Work Program (UPWP). He noted the UPWP is one of the documents required by the Fixing American's Surface Transportation Act in order to receive federal funds. The UPWP summarizes all activities to be carried out by the Metropolitan Planning Organization (MPO) utilizing federal transportation formula funds over the specified timeframe and allocates available funds to specific tasks. The North Central Texas Council of Governments also includes in the document all work activities carried out by the MPO through other funding sources such as Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program, Regional Toll Revenue, and Regional Transportation Council Local funds. Mr. Kessler reviewed the format of the UPWP document that includes five major tasks: 1) Administration and Management, 2) Transportation Data Development and Maintenance, 3) Short-Range Planning and Programming and Air Quality and Transit Operations, 4) Metropolitan Transportation Plan, and 5) Special Studies and System Operation. For the draft FY2020 and FY2021 UPWP, a total of 41 project submittals were received from 16 agencies. Of the 41 projects, 30 projects were recommended for inclusion in the document and 11 projects were not recommended. A summary of the submittals received and staff recommendations were distributed at the meeting in Reference Item 8. Some of the major planning initiatives contained in the draft document were highlighted, including monitoring of the Metropolitan Transportation Plan, the 2021-2024 Transportation Improvement Program, automated vehicle technology, high-speed rail, bicycle/pedestrian plans, the Dallas Fort Worth Airport Freight/Regional People Mover Technology Access Study, the Harry Hines Boulevard Corridor Study, the McKinney Avenue Trolley extension, and others. The development schedule was reviewed, and it was noted that the draft FY2020 and FY2021 UPWP was due to the Texas Department of Transportation (TxDOT) in early June 1 for review and comment, with the final document due to TxDOT by August 1. Once provided to TxDOT, a copy of the draft document will also be provided to members.
9. **Fiscal Year 2019 Better Utilizing Investments to Leverage Development Discretionary Grant Program:** Jeff Hathcock briefed the Committee on the Fiscal Year 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program recently announced by the United States Department of Transportation (US DOT). A total of \$900 million is available nationwide for FY2019. No more than \$90 million may be awarded to a single state. The maximum grant award is \$25 million, with a minimum of \$5 million for urban areas and \$1 million in rural areas. The maximum federal cost share for the program is up to 80 percent in urban regions and up to 100 percent in rural areas. Applications are

due July 15, 2019, and project awards are anticipated to be announced by November 12, 2019. The Notice of Funding Opportunity that details the discretionary grant program is available at [www.transportation.gov/sites/dot.gov/files/docs/policy-initiatives/build/114796/fy-2019-nofo-final-signed.pdf](http://www.transportation.gov/sites/dot.gov/files/docs/policy-initiatives/build/114796/fy-2019-nofo-final-signed.pdf). Mr. Hathcock highlighted the merit criteria to be used for the selection of projects proposed for the application. These include safety, state of good repair, innovation, partnership projects, project readiness, benefit-cost analysis, and others. In addition, the methodology for regional project selection was highlighted. Efforts will focus on projects in both the eastern and western subregions, projects with potential partnership opportunities, consideration of recent project submittals, existing project commitments, and those with significant economic development opportunities or that address transportation performance targets. Previous discretionary grant program project application submittals were highlighted. Potential rail project candidates include one project in the east and west from the North Texas MOVES Program: 1) Double Track Medical Market Center to Stemmons Freeway and 2) Double Track TRE near new Trinity Lakes Station, and ClearPath Technology. Potential roadway project candidates include US 80 Reconstruction in Mesquite (IH 635 Belt Line Road) or US 75 /Ridgeview Dr. Interchange in Fairview and US 75 Technology Lanes Extension to SRT/SH 121 in the east, and SH 114 Frontage Roads in Southlake/Trophy Club/Westlake (FM 1938 – Dove Road) in the west. Mr. Hathcock noted project funding sources, amounts and grant requests were yet to be determined. A timeline for the effort was highlighted, with Committee action to be requested on June 28, 2019.

10. **Travel Demand Management Performance Report:** Caryn Sanders provided an overview of items included in the 2018 Travel Demand Management (TDM) Performance Report. The report included Try Parking It commute modes, the Regional Vanpool Program, Try Parking It Commuter Challenge results, Try Parking It 2019 news, and the Try Parking It GREEN Rewards Partners. Try Parking It is a ride match and trip logging program available for commuters in North Central Texas. Active participation aids in improving air quality and decreasing traffic congestion, and also allows commuters to earn points to use towards rewards by tracking their alternative commutes. Commute modes were highlighted, with carpooling being the preferred mode with over 20,000 trips logged followed by walking, telecommuting, and biking. Emissions and health savings for each commute mode were highlighted. Total calories burned for commuters in 2018 was approximately 2.2 million, with the highest by those that chose to bike. Overall, logged commutes saved over 950,000 pounds (lbs) of greenhouse gas emissions, over 720 lbs of nitrogen oxides (NOx), approximately 9,400 lbs of carbon monoxide, 119 lbs of particulate matter, and over 3,100 lbs of volatile organic compounds (VOC). Next, Ms. Sanders highlighted the Regional Vanpool Program data. Vanpool operators include Dallas Area Rapid Transit (DART), the Denton County Transportation Authority (DCTA), and Trinity Metro. Information is also received from private providers. The vans are available at a low monthly cost to riders and can seat as many as 15 people. During 2018, over 40 million vehicle miles traveled were reduced through the Regional Vanpool Program averaging 2,000 participants monthly. At the end of 2018, approximately 378 vanpools were operating resulting in reduced NOx and VOC emissions. Ms. Sanders also highlighted the Try Parking It Bike Everywhere Challenge held in May 2018. Commuters were encouraged to bike everywhere instead of driving. As a result, over 1,000 trips were logged. Winning categories for the challenge included the most bike trips logged, total distance of bike trips, total calories burned, fuel saved, and greenhouse gas saved. Next, Ms. Sanders presented information on the Employee Transportation Champion Awards Luncheon held June 29, 2018. The luncheon recognized individuals that best demonstrated a commitment to promoting and advancing workplace commuter transportation options. Awards were given in the public sector, private sector, and education sector categories. Winners for each category were highlighted. A Try Parking It GREEN Rewards Partners update was provided. As of May 2019, 226 local business have signed on to be GREEN reward partners. Nearly \$418,000 has been donated in goods and

services as a part of the program. Partners were highlighted. In closing, Ms. Sanders announced the relaunch of the Try Parking It website, anticipated on August 1, 2019. The website and app will include all current features, with new features such as the ability to track alternative commutes by synchronizing accounts with third party applications, instant redemption of rewards, and automatic import of vans managed by commute with Enterprise Vanpools (DART, DCTA, and Trinity Metro vans). Details were provided in the 2018 NCTCOG Travel Demand Management Performance Report included in Electronic Item 10.

11. **Fast Facts:** Jackson Enberg provided a status report on the 2019 ozone season. As of the date of the meeting, the region had experienced four exceedance days. The current design value was 74 parts per billion. Details were provided in Electronic Item 11.1.

Nancy Luong provided a status report on the Volkswagen Settlement. She noted a funding opportunity for buses is open, with \$11.7 million available to the Dallas- Fort Worth area. Details were made available at [www.nctcog.org/trans/quality/air/funding-and-resources/volkswagen-settlement](http://www.nctcog.org/trans/quality/air/funding-and-resources/volkswagen-settlement).

In addition, Nancy Luong highlighted current air quality funding opportunities for vehicles. She noted that the Propane Council of Texas incentive, that provides \$7,500 per new propane vehicle purchase or repower, remained opened. Additionally, funding remained available for rural communities to replace emergency vehicles and equipment through the Fire, Ambulance, and Services Truck fund through June 13. Details were provided at [www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle](http://www.nctcog.org/trans/quality/air/funding-and-resources/fundingvehicle).

Nancy Luong also highlighted upcoming Dallas-Fort Worth Clean Cities events, noting the upcoming annual National Drive Electric Week. Details were provided at [www.dfwcleancities.org/dfw-clean-cities-meetings](http://www.dfwcleancities.org/dfw-clean-cities-meetings).

Jessica Scott noted the Governor's Highway Safety Association released its preliminary report on pedestrian traffic fatalities earlier this year, available at [www.ghsa.org/sites/default/files/2019-02/FINAL\\_Pedestrians19.pdf](http://www.ghsa.org/sites/default/files/2019-02/FINAL_Pedestrians19.pdf). Regionally, there was a 21.6 percent increase in pedestrian crashes and fatalities last year. Due to the high rate of pedestrian fatalities, Dallas and Fort Worth are named pedestrian focus cities by the Federal Highway Administration. Because of this and other factors, the Regional Transportation Council took action in February stating that even one death on the transportation system is unacceptable.

Jessica Scott also discussed the Regional Pedestrian Safety Action Plan (PSAP), [www.nctcog.org/pedsafetyplan](http://www.nctcog.org/pedsafetyplan) and Opinion Survey <https://dfctest2.metroquest.com/>. A PSAP provides the framework for focusing communities' attention on improving conditions for walking by laying out a vision for improving safety, examining existing conditions, and using a data driven approach to match safety programs and improvements to demonstrated problems. Members were asked to complete the survey, as well as provide the link to others, in order that the North Central Texas Council of Governments gain information to develop goals and action items for the PSAP.

David Garcia provided information on a series of stakeholder meetings being held to define the scope of work for several transit studies that will be developed for areas in Collin, Dallas, and Tarrant counties. Meetings are scheduled on May 31 at Allen City Hall, June 24 at the Duncanville Library, and July 18 at Arlington City Hall. Additional information is available at [www.nctcog.org/transitstudies](http://www.nctcog.org/transitstudies).

Kimberlin To reminded members of the upcoming Clean Air Action Day, June 21, 2019. A save-the-date postcard was distributed at the meeting, and additional details are available at [www.airnorthtexas.org](http://www.airnorthtexas.org).

Carli Baylor noted that Electronic Item 11.2 was a summary of public input received for the April 8, 2019, public meeting. Discussions included the Regional 10-Year Plan, the Congestion Management Process update, 511DFW, and a Mobility 2045 status report.

Carli Baylor referenced the June public meeting announcement, distributed at the meeting in Reference Item 11.6. The June 10, 2019, public meeting will be held at the North Central Texas Council of Governments and include presentations on the Regional Pedestrian Safety Action Plan and Disadvantaged Business Enterprise goals.

Victor Henderson noted that the current Public Comments Report, provided in Electronic Item 11.3, contained general comments received from the public from March 20 through April 19. Air quality comments were in the majority.

The current Local Motion was provided in Electronic 11.4, and transportation partner program reports were provided in Electronic Item 11.5.

12. **Other Business (Old and New):** Michael Morris discussed proposed safety improvements in the historic Joppa neighborhood, located in southeast Dallas. The proposed project would provide a grade-separated pedestrian crossing needed as a result of a bypass track being constructed by Union Pacific Railroad. Meetings have been held with citizens in the neighborhood who have agreed to closing the at-grade crossing at Linfield Road. Union Pacific Railroad has committed to paying \$1 million towards the grade-separated pedestrian crossing if it is completed in time for Union Pacific to initiate its engineering and construction of the rail bypass track. Union Pacific Railroad is constructing the rail bypass track on the western side of the rail yard for approximately \$20 million. Staff proposed that the Regional Transportation Council (RTC) fund the pedestrian bridge, anticipated to cost approximately \$4-8 million, conditional that the at-grade crossing is closed to both cars and pedestrians. Staff also proposed improvements to increase vehicle and pedestrian safety at Loop 12 for approximately \$1.2 million, which will be coordinated with the Texas Department of Transportation and the City of Dallas. The railroad will fund landscaping along the yard at \$500,000. As noted, Union Pacific Railroad will contribute \$1 million towards the pedestrian bridge. The North Central Texas Council of Governments will negotiate with the City of Dallas to receive the \$1 million and will also work with Dallas Area Rapid Transit to determine its willingness to place a transit shelter in the area creating a multimodal component for transit in the neighborhood and at Loop 12. Mr. Morris noted that this item will be presented to the Regional Transportation Council for action at its June 13 meeting in order to meet the Union Pacific's timeframe. Committee endorsement will be requested at a future meeting. Brian Moen asked if staff was aware of the pedestrian counts for the rail crossing. Mr. Morris noted that he was not aware of an official traffic count being conducted and that the project was safety-driven. He added that the grade of the recent bridge is not American with Disabilities Act-compliant and cannot be used for pedestrian movement. Access is limited in the area. The addition of faster moving trains on the bypass track will pose a substantial safety risk to pedestrians trying to cross the tracks at grade.

Dan Kessler introduced new North Central Texas Council of Governments staff in attendance at the meeting: Jade Lieu and Bethany Hyatt. In addition, he noted that a public meeting was scheduled on June 4 at the River Oaks Community Center to discuss the final design of Meandering Road. Members were welcomed to attend.

13. **Next Meeting:** The next meeting of the Surface Transportation Technical Committee is scheduled for 1:30 pm on June 28, 2019, at the North Central Texas Council of Governments.

The meeting adjourned at 3:15 pm.



A monthly update on activities of the Regional Transportation Council and the North Central Texas Council of Governments Transportation Department

**July 2019**

## NEWS

### **Pardon our dust!**

Due to ongoing renovations to NCTCOG's Arlington offices, 616 Six Flags Drive, the July meeting of the Surface Transportation Technical Committee and the August meeting of the Regional Transportation Council have been canceled. The September 12 RTC meeting will be relocated to the Irving Transportation Investment Summit, while the August 23 STTC meeting will be held at AT&T Stadium.

Additionally, the September STTC meeting will be moved to October 4 in the Transportation Council Room. Construction is expected to be complete by the end of September.

## CALENDAR

**July 11, 1 pm**

**Regional Transportation Council**  
NCTCOG  
Transportation Council Room  
616 Six Flags Drive  
Arlington, TX 76011

**August 23, 1:30 pm**

**Surface Transportation  
Technical Committee**  
AT&T Stadium  
1 AT&T Way  
Arlington, TX 76011

### **Contractor conditionally selected for LBJ East**

The Texas Transportation Commission has conditionally selected Pegasus Link Constructors as the developer for the LBJ East project, the reconstruction of 11 miles of Interstate Highway 635 through parts of Dallas, Garland and Mesquite. TxDOT will now move forward in negotiating contract terms with the selected developer with final award and execution expected later this year.

The Transportation Commission has designated the LBJ East project as part of the statewide Texas Clear Lanes initiative, a program to address the most congested areas in Texas. Segments of LBJ East currently rank 28th and 30th on the State's list of 100 most-congested roadways.

When complete, LBJ East will be expanded from the current four main lanes in each direction to five main lanes in each direction. The current single tolled managed lane in each direction is grandfathered and will be rebuilt.

The IH 30 interchange also will be rebuilt and improved. Another important feature of the LBJ East project is the construction of continuous frontage roads throughout the project, which will enhance safety and mobility by improving the flow of traffic during major incidents.

TxDOT also is partnering with the City of Dallas to reconfigure the Skillman/Audelia interchange as part of the project. That interchange will feature aesthetic elements to the bridge over LBJ Freeway.

The Regional Transportation Council and the Texas Transportation Commission worked cooperatively last spring to move LBJ East, including this interchange, toward completion. Construction is expected to begin in early 2020 with a projected completion date of late 2024.

— By TxDOT

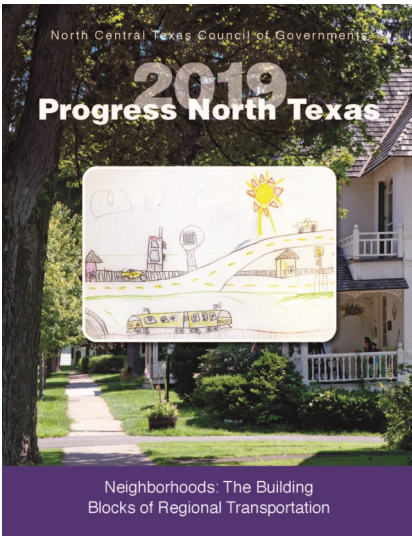
For more information about Local Motion topics, contact Brian Wilson at 817-704-2511 or [bwilson@nctcog.org](mailto:bwilson@nctcog.org). Visit [www.nctcog.org/trans](http://www.nctcog.org/trans) for more information on the department.



North Central Texas  
Council of Governments



## Progress North Texas 2019 focuses on neighborhoods



Progress North Texas 2019, NCTCOG's annual transportation state of the region report, is now available online and in print. This year's edition focuses on neighborhoods as the building blocks of the regional transportation system.

It is important to look at transportation as a system, especially with the growth experienced by the region over the past several decades. Last year, Dallas-Fort Worth welcomed 150,000 new residents to push its population to 7.5 million.

There are increasing options, no matter how people want to get from place to place. Whether it is by car, bus, train, bicycle or walking, or a combination of any of these, the North Central Texas Council of Governments and its partners are working together to improve the efficiency and effectiveness regional transportation.

Transportation planners have embraced a combination of traditional and innovative ideas to ensure the region continues to meet residents' needs.

To read Progress North Texas 2019 online, visit [www.nctcog.org/ourregion](http://www.nctcog.org/ourregion). To request copies, contact Brian Wilson at [bwilson@nctcog.org](mailto:bwilson@nctcog.org).

## TTI seeks input to help with study of oversize/overweight vehicles

NCTCOG is partnering with the Texas A&M Transportation Institute (TTI) to conduct the Oversize/Overweight Heavy-Duty Vehicle Emissions Impact Study.

The objective of the study is to determine if oversize/overweight (OS/OW) vehicles are emitting more pollution and, if so, what operations are causing the increased emissions. TTI is requesting the participation of permitted OS/OW companies operating in the 16-county NCTCOG region. Oversize and overweight vehicles must be properly permitted to operate.

Oversize vehicles typically haul things that will not fit on a standard tractor-trailer, such as mobile homes or wind turbines. Trucks that exceed 80,000 pounds in gross vehicle weight are considered overweight vehicles.

Participants will be asked to allow TTI to install data loggers on vehicles transporting OS/OW loads and retrieve the data. The data will be used in NCTCOG's emissions models.

It is hoped that the survey results will lead to other agencies providing funding for emissions reduction projects. Other potential benefits may include more infrastructure investments to allow OS/OW vehicles to operate more reliably and efficiently, and programs to reduce violations.

To participate in the study, please contact Jeremy Johnson [j-johnson@tti.tamu.edu](mailto:j-johnson@tti.tamu.edu) or (979) 317-2670. For questions about the study, please contact Jason Brown at [jbrown@nctcog.org](mailto:jbrown@nctcog.org) or 817-704-2514.

## **COMMUTER RAIL**

### **New DART service to be called Silver Line**

The Cotton Belt commuter rail line has a new name.

The Dallas Area Rapid Transit Board of Directors approved a resolution in June to name future service running from Dallas Fort Worth International Airport to Plano the Silver Line.

The 26-mile Silver Line will traverse seven cities: Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano.

At DFW Airport, the project will connect to Trinity Metro's TEXRail commuter rail line to Fort Worth and provide access to the DFW Airport Skylink.

The Silver Line will interface with three DART light rail lines: The Red Line/Orange Line in Richardson/Plano, the Green Line in Carrollton and the Orange Line at DFW Airport.

Customers will see the Silver Line in operation after completion in 2022 with 30-minute peak and 60-minute off-peak service.

TEXRail debuted service from downtown Fort Worth to DFW Airport in January.

— By Dallas Area Rapid Transit

# **REGIONAL**News

### **\$2M available for clean fleet projects**

NCTCOG has approximately \$2 million in grant funding available through the Clean Fleets North Texas 2019 Call for Projects.

Eligible applicants include local governments and private companies that contract with local governments. Eligible activities include the replacement of on-road diesel vehicles and of non-road diesel equipment. Funding levels are as follows:

- 45% if new vehicle/equipment is electric
- 35% if new vehicle/equipment is powered by an engine certified to California Air Resource Board Optional low-NOx standards
- 25% of cost for all others

A webinar will be held at 2 pm. July 9 to provide further information. NCTCOG must receive project applications by 5 pm Friday, September 6.

Visit [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding) for more information and to apply.

### **Denton County's Eads elected chair of RTC**



Denton County Judge Andy Eads will lead the Regional Transportation Council for the next year after his election as chair of 44-member

transportation policymaking body in June.

Eads, who moves up from vice chair, replaces Tarrant County Commissioner Gary Fickes. Fickes chaired the RTC through the 86<sup>th</sup> Session of the Texas Legislature, which concluded in May.

Johnson County Judge Roger Harmon was elected vice chair after serving as secretary for the past year. Dallas County Commissioner Theresa Daniel was named the new secretary. The new officers will serve in their positions through June 2020.

A fifth-generation resident of Denton County, Eads has served on the RTC since 2009 and has helped address transportation issues in the growing county and the entire region. Harmon was appointed to the RTC in 2001. Daniel has been a member since 2018.

## Transportation Resources

### **Facebook**

Facebook.com/nctcogtrans

### **Twitter**

Twitter.com/nctcogtrans

### **YouTube**

YouTube.com/nctcogtrans

### **Instagram**

Instagram.com/nctcogtrans

### **Publications**

NCTCOG.org/trans/outreach/publications.asp

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## 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

### **\$2 million**

Grant funding available for local governments and private companies as part of the Clean Fleets North Texas 2019 Call for Projects.

# **PUBLIC** *Involvement*

## **NCTCOG to open online input opportunity July 15**

NCTCOG will conduct an online public input opportunity starting July 15 to allow residents to comment on transportation projects and programs affecting the region.

Anyone with questions or comments is encouraged to provide input at [www.nctcog.org/input](http://www.nctcog.org/input) from July 15 through August 28.

As a recipient of federal transportation funds, NCTCOG is required to establish and periodically update Disadvantaged Business Enterprise (DBE) participation goals to encourage contracting opportunities for minority and historically underutilized businesses.

The draft update of the DBE participation goals for Fiscal Years 2020 through 2022 will be posted for review and comment.

The Texas Department of Transportation, working through the Texas Transportation Commission, develops a 10-year listing of major transportation projects within the State of Texas. Staff will provide a status report on projects in the Dallas-Fort Worth region.

Additionally, efforts are underway to develop a new program aimed at preventing the impacts of storm water in flood-prone areas within the region.

Federal, State and regional organizations are working together to make the Dallas-Fort Worth area a national leader in reducing loss of life and financial impacts of major flooding events. Details of this proposed project will be posted.

Finally, information on the Regional Smoking Vehicle Program (RSVP) and funding from the Volkswagen settlement will be available.

To request printed copies of the information, call 817-608-2365 or email [cbaylor@nctcog.org](mailto:cbaylor@nctcog.org).

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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.